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VOL. XLVII.—PART XII.

FIRST SESSION

OF THE

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OF THE

PROVINCE OF ONTARIO

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SESSION 1915

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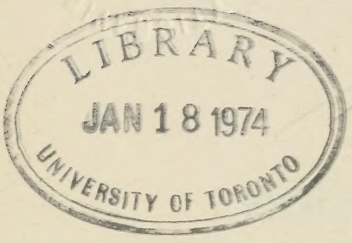

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TORONTO

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No. 2 Estimates—Supplementary, for the service of the Province for the year ending 31st October, 1914-15. Presented to the Legislature, February 23rd and March 17th, 1915. *Printed.* Estimates for the year ending 31st October, 1916. Presented to the Legislature, 23rd March, 1915. *Printed.*

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No. 3 Report of the Department of Lands, Forests and Mines for the year 1914. Presented to the Legislature, 29th March, 1915. *Printed.*

No. 4 Report of the Bureau of Mines for the year 1914. Presented to the Legislature, March 19th, 1915. *Printed.*

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No. 5 Report of the Inspector of Division Courts for the year 1914. Presented to the Legislature, February 23rd, 1915. *Printed.*

No. 6 Report of the Inspector of Legal Offices for the year 1914. Presented to the Legislature, March 24th, 1915. *Printed.*

No. 7 Report of the Inspector of Registry Offices for the year 1914. Presented to the Legislature, March 29th, 1915. *Printed.*

No. 8 Report of the Provincial Municipal Auditor for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 9 Report of the Queen Victoria Niagara Falls Park Commission for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

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No. 11 Report of the Registrar of Friendly Societies for the year 1914. Presented to the Legislature, March 9th, 1915. *Printed.*

No. 12 Loan Corporations—Statements made by Building Societies, Loan Companies, and Loaning Land and Trust Companies, for the year 1914. Presented to the Legislature, March 9th, 1915. *Printed.*

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No. 15 Report on Highway Improvement in the Province for the year 1914. Presented to the Legislature, March 17th, 1915. *Printed.*

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No. 17 Report of the Department of Education for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

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No. 18 Report of the University of Toronto Board of Governors for the year ending 30th June, 1914. Presented to the Legislature, February 23rd, 1915. *Printed.*

No. 19 Report of the Secretary and Registrar of the Province for the year 1914. Presented to the Legislature, March 18th, 1915. *Printed.*

No. 20 Report of the Registrar-General upon Births, Marriages and Deaths for the year 1914. Presented to the Legislature, March 15th, 1915. *Printed.*

No. 21 Report of the Provincial Board of Health for the year 1914. Presented to the Legislature, March 15th, 1915. *Printed.*

No. 21A. Report of the District Board of Health for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

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No. 22 Report upon the Hospitals for the Insane for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 23 Report upon the Hospitals for Idiots and Epileptics at Orillia and Woodstock, for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 24 Report upon the Feeble-minded of the Province for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 25 Report upon the Hospitals and Charities of the Province for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 26 Report upon the Prisons and Reformatories of the Province for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 27 Report on the neglected and dependent Children in the Province for the year 1914. Presented to the Legislature, March 29th, 1915. *Printed.*

No. 28 Report upon the operation of the Liquor License Acts in the Province during the year 1914. Presented to the Legislature, February 23rd, 1915. *Printed.*

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No. 29 Report of the Department of Agriculture for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 30 Report of the Agricultural College and Experimental Farm for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 31 Report of the Ontario Veterinary College for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 32 Report of the Agricultural and Experimental Union for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 33 Report of the Corn Growers' Association for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed*

No. 34 Report of the Ontario Vegetable Growers' Association for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 35 Report of the Bee-Keepers' Association for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 36 Report of the Entomological Society for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 37 Report of the Dairymen's Association for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

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No. 40 Report of the Farmers' Institutes for the year 1914. Presented to the Legislature, March 24th, 1915. *Printed.*

No. 41 Report of the Women's Institutes for the year 1914. Presented to the Legislature, March 24th, 1915. *Printed.*

No. 42 Report of the Agricultural Societies of the Province for the year 1914. Presented to the Legislature, March 24th, 1915. *Printed.*

No. 43 Report of the Horticultural Societies for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 44 Report of the Fruit Growers' Association for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 45 Report of the Bureau of Industries for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 46 Report of the Inspectors of Factories for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

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No. 48 Report of the Hydro-Electric Power Commission for the year 1914. Presented to the Legislature, March 25th, 1915. *Printed.*

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No. 51 Report of the Provincial Archivist for the year 1914. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 52 Report of the Librarian on the State of the Library. Presented to the Legislature, February 24th, 1915. *Not Printed.*

No. 53 Provincial Auditor's Statements for the year 1913-14. Presented to the Legislature, February 25th, 1915. *Printed.*

No. 54 Report of the Workmen's Compensation Board, Ontario, for the year ending 31st December, 1914. Presented to the Legislature, February 22nd, 1915. *Printed for distribution.*

No. 55 Copies of Orders-in-Council under subsection 6 of section 78, Cap. 62, R.S.O. 1914, relating to Surrogate Courts. Presented to the Legislature, February 23rd, 1915. *Not Printed.*

No. 56 Copies of Orders-in-Council and Regulations made under the authority of the Department of Education or of the Acts relating to Public, Separate or High Schools. Presented to the Legislature, February 23rd, 1915. *Printed for distribution.*

No. 57 Rules and Regulations made under chap. 24, R.S.O. 1914 as amended by Cap. 10, 4 Geo. V., relating to Succession Duties. Presented to the Legislature, February 25th, 1915. *Printed for distribution.*

No. 58 Whitson's Report of Northern Development Branch under 2 Geo. V., Cap. 2, for the year 1914. Presented to the Legislature, March 18th, 1915. *Printed.*

No. 59 Return to an Order of the House of the 22nd February, 1915, for a Return showing:—If any part of the 32,000 acres now being cleared, or about to be cleared, by the Government in the vicinity of Sudbury is to be set apart or used to give work to the unemployed. How many acres are to be so set aside, and what are the terms and conditions upon which the unemployed can secure work. Presented to the Legislature, March 8th, 1915. Mr. *Carter. Not Printed.*

No. 60 Report of the Honourable Mr. Justice Riddell, as representative of the Province of Ontario at the Ceremonies in the City of New Orleans held in Commemoration of the one hundredth anniversary of the Battle of New Orleans and of the one hundred years of peace which began with the end of that Battle. Presented to the Legislature, March 15th, 1915. *Printed.*

No. 61 Report of the Commissioner appointed to enquire into the financial affairs of the Village of Weston. Presented to the Legislature, March 15th, 1915. *Not Printed.*

No. 62 Return to an Order of the House of the 15th March, 1915, for a Return showing:—1. All correspondence between the Government or any officer or official thereof and Paul Morand, License Inspector for North Essex, in reference to the resignation or dismissal in the month of April, 1914, of the said Paul Morand as License Inspector for North Essex. 2. All correspondence and communications between the Government or any officer or official thereof and the said Paul Morand and any resident or residents of North Essex with reference to the re-appointment of the said Paul Morand as License Inspector in North Essex in the month of June, 1914, a few days before the election. Presented to the Legislature, March 15th, 1915. Mr. *Ducharme.* *Not Printed.*

No. 63 Agreement and Contract with Litho-Print, Limited, in connection with the Binding, etc., for the several Departments of Government. Presented to the Legislature, March 23rd, 1915. *Printed.*

No. 64 Return to an Order of the House of the 10th March, 1915, for a Return showing:—1. Copies of all petitions or requests received by the Government since the 1st day of January, 1914, from any Municipal Authority or Body in the Province in reference to the imposition of a tax upon automobiles, or as to the distribution of that tax or a portion thereof to the municipalities maintaining the roads. 2. Copies of all correspondence between the Government and any officer or official thereof and any Municipality of the Province, or any Automobile Association or Organization in reference to the said matter. Presented to the Legislature, March 17th, 1915. Mr. *Racine.* *Not Printed.*

No. 65 Return to an Address to His Honour the Lieutenant-Governor of the 11th March, 1915, for a Return of:—1. Copies of all Orders-in-Council and correspondence between the Government and any officer or official thereof and the Timiskaming and Northern Ontario Railway Company and any officer or official thereof in reference to the retirement of Frederick Dane as one of the Commissioners of the said Railway. 2. Copies of all Orders-in-Council and correspondence between the Government and

any officer or official thereof and the Timiskaming and Northern Ontario Railway Company with reference to the appointment of Mr. Lee as one of the Commissioners of the said Railway. Presented to the Legislature, March 19th, 1915. Mr. *Mageau. Not Printed.*

No. 66 Return to an Order of the House of the 15th March, 1915, for a Return showing:—1. What officers have been appointed by the Workmen's Compensation Board under section 59 of the Workmen's Compensation Act. 2. What are the names, dates of appointment, and salaries of each officer so appointed. Presented to the Legislature, March 18th, 1915. Mr. *Carter. Not Printed.*

No. 67 Return to an Order of the House of 3rd March, 1915, for a Return showing:—1. All statements furnished by the Canada Copper Company, the International Nickel Company, the Mond Nickel Company and any other companies producing nickel, under section 8 of the Mining Tax Act respecting Taxation. 2. All reports from any Government mining assessor, made under the provisions of the Mining Taxation Act in respect of the mining operations of the Canada Copper Company, the International Nickel Company or the Mond Nickel Company, and particularly with reference to the royalties or taxes to be paid by the said Companies. 3. All correspondence between the Minister of Lands, Forests and Mines, or the Provincial Treasurer, or any officer or official of the Government and the Canada Copper Company, the International Nickel Company, the Mond Nickel Company and any other Companies producing nickel, with reference to the amount of royalties or taxes paid by the said Companies, or any of them, to the Provincial Treasury of the Province in respect of the ore mined or the mining operations carried on by them in the Province of Ontario. Presented to the Legislature, March 18th, 1915. Mr. *Carter. Not Printed.*

No. 68 Proceedings of the Second Annual Convention of the Association of Cemetery Officials of Canada. Presented to the Legislature, March 26th, 1915. *Not Printed.*

No. 69 Return to an Address of the 23rd day of March, 1915, praying for a Return shewing: 1. Copy of Order-in-Council dated 14th day of February, 1871, appropriating and transferring to the Government of the Province of Ontario the lands and property known as The Ontario Government House. 2. Copy of the Letters Patent dated the 15th day of January, 1908, declaring the said lands to have been transferred and appropriated for the use of the Provincial Legislature of the Province of Ontario within the meaning of the British North America Act, 1867. Presented to the Legislature 26th March, 1915. Mr. *Bowman. Not Printed.*

No. 70 Return to an Order of the House of the 25th March, 1915, for a Return showing:—1. How many convictions for violation of the Liquor License Law have been made for the electoral district for North Essex since the re-appointment of Paul Morand as License Inspector at the end of May, 1914. 2. Have Provincial officers or detectives been sent into this district since the 1st of June, 1914, to assist in securing enforcement of the law. 3. How many prosecutions have been instituted by, or at the instance of Provincial officers or detectives, and the said Paul Morand, respectively. Presented to the Legislature, March 29th, 1915. Mr. *Richardson. Not Printed.*

No. 71 Special Report on the Organization and Administration of the Hospitals for the Insane, Feeble-Minded and Epileptics and District Industrial Farms of the Province. Presented to the Legislature, March 29th, 1915. *Printed for distribution only.*

No. 72 Return to an Order of the House of the 24th March, 1915, for a Return showing:—1. What is the total number of the herd for dairy purposes now maintained by the Government at the Guelph Prison Farm. 2. How many of these were purchased and how many raised on the farm, respectively. 3. What was the total amount paid by the Government for the portion of the herd purchased by them. Presented to the Legislature, 31st March, 1915. Mr. *Ham. Not Printed.*

No. 73 Financial Statement of the Treasurer of Ontario. Presented to the Legislature, April 2nd, 1915. *Printed for distribution only.*

No. 74 Return to an Order of the House of 31st March, 1915, for a Return showing:—1. The number of English-French schools which have complied in the year 1914 with Regulation 17 of the Department of Education passed in the year 1913. 2. The number of English-French schools which have not complied with said Regulation 17 in the year 1914. 3. What English-French schools have received grants in the year 1914 under the Public Schools Act, and the amount thereof. 4. Copy of joint reports, if any, made by any inspectors pursuant to Regulation 17 and dated on or about May 23rd, 1913. 5. Copy of letters exchanged between ex-Inspector Henri Saint Jacques and the Department of Education or any officer or officers thereof with reference to the resignation of the said Henri Saint Jacques which are dated on or about the 18th October, 1913, and the 23rd October, 1913. Presented to the Legislature, April 2nd, 1915. Mr. *Mageau. Not Printed.*

No. 75 Return to an Order of the House of the 17th March, 1915, for a Return showing:—1. How many timber berths or locations have been sold since the 1st day of January, 1914. 2. Were all such berths or locations advertised for sale; if not, which ones were sold without advertisement. 3. If any were sold without

being advertised for sale, who were the purchasers, and what are the prices realized and the dates of the sales, respectively. 4. In what papers were the different timber berths or locations respectively advertised for sale, and what were the dates of such advertisements respectively. 5. What is the period for which they were so advertised in the said papers, respectively. Presented to the Legislature, April 2nd, 1915. Mr. *Munro.* *Not Printed.*

No. 76 Telephone Systems, specifications, etc., as *per* Report of Ontario Railway and Municipal Board. Presented to the Legislature, April 2nd, 1915. *Printed.*

No. 77 Return to an Order of the House of the 28th April, 1914, for a Return showing:—1. If the Government granted the right to cut Pine or any other timber to Messrs. Foley Bros., Contractors, or to the Northern Construction Company, Limited, or to any person, firm or company in connection with the construction of the Canadian Northern Railway Company in the vicinity of Duchesne Lake, situate about 90 miles from the Town of Sudbury. 2. If so, to what persons, firms or companies were such permits made, and the dates of each. 3. What consideration did the Government receive with respect to each of the said permits, if any. 4. What Pine or other timber has been cut to date by each of the persons, firms or companies with respect to such permits. 5. How long was the right to cut to last and over what extent of land; and what were the other terms or conditions upon which such permits were made, if any. 6. What was the date of the completion of the construction of the Canadian Northern Railway at this point. 7. What amount of timber has been cut by any person, firm or company to whom such permit, as mentioned, has been made. 8. Is any person, firm or company at the present time cutting timber pursuant to such permit. Presented to the Legislature, April 2nd, 1915. Mr. *Richardson.* *Not Printed.*

No. 78 Return to an Order of the House of the 27th March, 1914, for a Return of:—All correspondence with reference to the resignation of Mr. Harkness, Manager, Superintendent of the Jordan Experimental Station. 2. The reports of the Committee or Advisory Board of the said farm for the years 1911, 1912 and 1913. 3. Statements showing the total expenditure to date divided between cost of building, cost of land, improvements of land and cost of management. Presented to the Legislature, April 2nd, 1915. Mr. *Anderson (Bruce.)* *Not Printed.*

No. 79 Return to an Order of the House of the 7th April, 1914, for a Return showing:—1. If the Lieutenant-Governor in Council made any arrangements under section 9 of the Succession Duties Act, with any part of the British Dominions, or with any

foreign country; and if so, with what Provinces or countries. 2. If no such arrangement has been made with the Province of Quebec, does the Honourable the Provincial Treasurer make an allowance with respect to Succession Duties in Ontario with respect to shares of stock of a bank or other financial institution whose head office is in the Province of Quebec. 3. If it is true that a Succession Duty is payable with respect to such shares, both in Quebec and Ontario, will legislation be introduced to protect estates from payment of double duty. Presented to the Legislature, April 2nd, 1915. Mr. *Marshall.* *Not Printed.*

No. 80 Return to an Order of the House of the 27th April, 1914, for a Return showing:—1. What consideration was paid by the licensee to the Government in respect of the issue of the original licenses respectively, of the territory included within the proposed agreement with the Pembroke Lumber Company. 2. How much was paid by the Pembroke Lumber Company for these licenses respectively at the date of the purchase thereof by them. 3. What amounts of pine, hemlock, cedar, spruce, hardwood and other timber respectively have been cut on the limits or areas covered by the proposed agreement and returned to the Department as so cut by the Pembroke Lumber Company in each of the years since the purchase thereof by them. Presented to the Legislature, April 2nd, 1915. Mr. *Bowman.* *Not Printed.*

No. 81 Statement on the distribution of the Revised and Sessional Statutes, up to 31st December, 1914. Presented to the Legislature, April 2nd, 1915. *Not Printed.*

NINTH ANNUAL REPORT

OF THE

ONTARIO RAILWAY

AND

MUNICIPAL BOARD

To December 31st, 1914

PRINTED BY ORDER OF

THE LEGISLATIVE ASSEMBLY OF ONTARIO

TORONTO:
Printed and Published by L. K. CAMERON, Printer to the King's Most Excellent Majesty
1915

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WILLIAM BRIGGS
Corner Queen and John Streets
TORONTO

To the Honourable Colonel John S. Hendrie, C.V.O., etc., etc.

Lieutenant-Governor of the Province of Ontario.

May it Please Your Honour:

The undersigned has the honour to transmit herewith the Ninth Annual Report of The Ontario Railway and Municipal Board, for the year ending December 31st, 1914.

Respectfully submitted.

(Sgd.) I. B. Lucas,

Attorney-General

Parliament Buildings,
Toronto, April 1st, 1915.

TORONTO, April 1st, 1915.

Re Ninth Annual Report.

DEAR SIR,—I have the honour to send you herewith the Ninth Annual Report of The Ontario Railway and Municipal Board, to December 31st, 1914.

I have the honour to be,

Your obedient servant,

(Sgd.) H. C. SMALL,
Secretary.

The Honourable, the Attorney-General,
Legislative Buildings, Toronto.

Enc. and Del.

NINTH ANNUAL REPORT

OF

The Ontario Railway and Municipal Board

TO DECEMBER 31st, 1914.

To Colonel the Honourable John S. Hendrie,
Lieutenant-Governor of the Province of Ontario in Council.

In pursuance of section 57 of "The Ontario Railway and Municipal Board Act," the Ontario Railway and Municipal Board beg leave respectfully to submit their Ninth Annual Report.

Sittings of the Board.

The record of the sessions of the Board and an abstract of the proceedings, together with the Judgments or Opinions of the Board, appear in the Appendix.

Applications to the Board.

There were 618 formal applications made to the Board in 1914. Of the formal applications, all those in which the parties were ready to go to trial have been heard and disposed of, except in a few cases where adjournments were granted to the parties at the request of counsel, or in order to procure further evidence.

Some of the formal applications are still standing for trial, but the parties are not yet ready to go to trial, as in the more important matters the parties interested are showing an increasing disposition to take advantage of the opportunities afforded them by the Board's Rules for obtaining discovery and production, thus, in some manner, delaying the final dates of the hearing of the applications, but in reality facilitating the final disposition at the hearings of the matters in question between the parties.

Law Stamps.

The amount of revenue collected by the Board in Law Stamps in the year 1906 was $134.50; in 1907, $703; in 1908, $1,640.50; in 1909, $2,484; in 1910, $2,177; in 1911, $2,279.50; in 1912, $3,487; in 1913, $6,512, and $6,445 in 1914.

Provincial Railways.

An alphabetical list (under the names of the railway companies affected) of applications to the Board during 1914, affecting Provincial railways, is contained in the Appendix to this Report.

Extensions and improvements to Provincial Railways during 1914, as reported to the Board, will be found in the Appendix, arranged alphabetically under the names of the companies.

Reports to the House.

In pursuance of Rule 61a of the House the Board has made enquiry and reported on nine Financial Bills which were introduced last session into the Legislature. A list of these Bills reported on will be found in the Appendix hereto.

Annexations of Territory.

There were thirteen applications made in 1914 by cities, towns and villages for annexation of additional territory thereto. An alphabetical list of annexation applications is contained in the Appendix.

The Ontario Municipal Securities Act, 1908 (Now Section 295 of "The Municipal Act").

There were 161 applications to the Board under the above Act in 1914, involving debentures of a total value of $3,071,337.83. Acting under the powers conferred by the above legislation the Board was able to grant relief in nearly all of these cases, thus validating debentures under more than 150 by-laws, the majority of which would otherwise have required special Acts of the Legislature to make the debentures valid and saleable.

The amount of debentures validated by the Board during 1908 was over $840,000; during 1909, over $1,326,000; in 1910, over $718,000; in 1911, over $1,353,000; $1,335,169.16 in 1912, and $2,992,013.58 in 1913. An alphabetical list of these applications filed in 1914 is given in the Appendix.

Assessment Appeals.

The Board have heard twelve assessment appeals during the year 1914. The assessed value of the property affected by these appeals was over three million dollars. An alphabetical list of these assessment appeals is contained in the Appendix.

Railway Returns.

A summarized tabulation of returns by railway companies under the Board's jurisdiction, showing the details of their capital, assets, liabilities, operations, etc., will be found in the Appendix alphabetically arranged.

Accidents.

A tabulated summary of accident reports received by the Board during the year 1914 appears in the Appendix and shows that 12 persons were killed and 613 injured during the year.

In 1908, 26 persons were killed and 391 injured; in 1909, 16 were killed and 340 injured; in 1910, 34 were killed and 399 injured; in 1911, 33 were killed and 541 injured; in 1912, 25 were killed and 537 injured; and in 1913, 13 were killed and 710 injured.

Ontario Safety League.

Early in 1913 the members of the Board called together representatives of various organizations which were specially interested in the question of street traffic. Representatives were sent from the Board of Trade, Canadian Manufacturers' Association, City Council, Ontario Motor League, Board of Education, Separate School Board, Toronto Railway Company, Toronto District Labor Council, Boy Scouts, Team Owners' Association and many others. Every delegate realized that the question was one that dealt with actual dangers to which the public was constantly exposed, and each agreed that some definite and concerted action must be taken. After numerous conferences the Ontario Safety League was organized on the 17th September, 1913. The League has since done much good and vitally useful work, a resumé of which, as contained in the League's First Annual Report, will be found in the Appendix.

Plans.

Plans of Land Subdivisions.

Under "The City and Suburbs Plans Act" (Revised Statutes, Chap. 194), the Board considered during the year 137 applications for approval of plans. An alphabetical list of owners of lands subdivided by these plans will be found in the Appendix. 154 such applications were considered in 1912, and 213 in 1913.

There were 17 applications to the Board for approval of plans under both the "City and Suburbs Plans Act," and Section 479 of "The Municipal Act" as re-enacted by Section 20 of "The Municipal Amendment Act, 1914." An alphabetical list of the owners of the lands subdivided by these plans will also be found in the Appendix.

Under Section 479 of "The Municipal Act" as re-enacted by Section 20 of "The Municipal Amendment Act, 1914," the Board considered 14 applications. An alphabetical list of the owners of the lands affected will be found in the Appendix.

Forms.

The Board has pamphlets (for distribution to parties interested) containing the following forms and specifications, namely:—

(1) The Board's Rules of Practice, Specifications, and Practice Forms.

(2) Standard Specifications for Bridges, Viaducts, Trestles or other Structures.

(3) Pamphlet containing copy of "The Ontario Telephone Act," and with information regarding Provincial Telephone Systems.

(4) Forms under "The Local Improvement Act."

(5) Specifications for Local Municipal Telephone Systems.

(6) Forms under "The City and Suburbs Plans Act."

(7) Forms for submission of a by-law or question to a Poll, and

(8) Forms of affidavits in support of applications under Section 295 of "The Municipal Act."

Extensions of Municipal Utilities Approved Under Subsection 3 of Section 400 of "The Municipal Act."

An alphabetical list (under the names of the municipalities) of extensions to public utilities made by municipalities, and approved by the Board under the above subsection 3, will be found in the Appendix. The total of the debenture issues to pay for these extensions is over two and a half million dollars. This of course does not cover extensions made under by-laws approved by the ratepayers, but only under by-laws approved by the Board under the above subsection 3.

Miscellaneous Matters Under the Board's Jurisdiction.

A classified analysis of miscellaneous matters dealt with under the jurisdiction of the Board (arranged alphabetically under the names of the municipalities or parties affected) will be found in the Appendix. These include annexations, arbitrations, assessment appeals, financial Bills reported to the House, bridges (dispensing with reconstruction of) extension of debenture issue period under municipal by-laws, extension of time to pass municipal by-laws, applications under the (municipal) franchise Act, applications in respect of highways less than 66 feet in width, incorporations of towns and erection of villages into towns, interest increase by-laws of municipalities, petitions against local improvements by municipalities, applications regarding investments of sinking funds of municipalities in such municipalities' own debentures, approval of by-laws for works ordered by the Dominion and the Ontario Railway Boards.

Telephone Systems.

One hundred and twenty applications under the provisions of "The Ontario Telephone Act" were dealt with by the Board during the year 1914 as compared with forty-one in the previous year, an increase of seventy-nine. These may be summarized as follows:

(*a*) For the right to erect poles and wires on highways in unorganized territories, under section 8 (6) of the Act.

(*b*) For the approval of by-laws, etc., for the establishment of telephone systems by municipalities, under section 17 (9) of the Act.

(*c*) Requesting the furnishing of advisory and supervisory assistance, under section 26 (3) of the Act.

(*d*) For an order for the purpose of avoiding the unnecessary duplication of pole leads upon the highway, under section 26 (6) of the Act.

(*e*) For the approval of regulations, under section 26 (7) of the Act.

(*f*) For the approval of tariff charges, under section 31 of the Act.

(*g*) For an enquiry into the cause and extent of failure to comply with the provisions of "The Ontario Companies Act," and for a recommendation to the Lieutenant-Governor in Council in connection therewith, under section 26 (8) and (9) of the Act.

(*h*) For an Order prescribing the terms of physical connection and intercommunication between adjoining telephone systems, under section 33 of the Act.

(*i*) For the approval of agreements providing for interchange of service between telephone systems, under section 34 of the Act.

(*j*) For an Order directing the terms and conditions for furnishing telephone service to applicants for same, under section 36 of the Act.

(*k*) Complaining of the failure to observe the provisions of section 38 of the Act.

The continued policy of the Board in endeavouring to secure an amicable settlement between the applicant and respondent, wherever desirable and practicable, with the assistance of the Board's expert, has in the majority of these cases proved successful.

In addition to the applications and complaints referred to, a vast amount of correspondence relating to telephone matters has been handled by the Board, through the medium of which much information has been given to municipalities, companies and other persons interested, and many difficulties that might otherwise have necessitated a hearing before the Board have been satisfactorily adjusted.

The Board's administration of "The Ontario Telephone Act" and the experience gained in dealing with many phases of the telephone business suggest the necessity of certain further amendments being made to the Act. The amendments which in the opinion of the Board are desirable refer more particularly to the management of those systems established by municipalities under Part II of the Act. The following are submitted as suggested amendments:

(1) A provision providing that the initiating municipality of a system established under Part II may extend such system into adjacent unorganized townships in order that the residents of such townships may, where practicable, enjoy the privileges of telephone service.

(2) A provision enabling the Board of Commissioners of a telephone system to recover, at suit, moneys due from subscribers to the system. This provision is necessary as in some cases municipal councils do not wish to assume the responsibility of enforcing payment.

(3) A provision conferring upon the Board authority to settle disputes as to the validity of rates levied against subscribers for telephone service.

(4) A provision for the appointment of auditors and requiring that the accounts of telephone systems established under Part II shall be audited at least once a year.

(5) A provision conferring upon the Board authority, upon the petition of the subscribers, to extend the period for repayment of the cost of systems established under Part II, beyond ten years.

(6) A provision providing that the council of the initiating municipality shall place the system under the control of commissioners upon the requisition of the subscribers passed at a general meeting, thereby rendering unnecessary the expense and time involved by circulating a petition.

(7) Provisions in regard to systems established under Part II, requiring:

(*a*) The holding of annual meetings of subscribers.

(*b*) The submission of financial statement to the subscribers at such meetings.

(*c*) The filling of vacancies on the Board of Commissioners.

(*d*) The transfer of the control of the system, at the request of the majority of the subscribers and with the consent of the Board, from the commissioners to the council.

(8) A provision requiring the consent of the Board, before poles and wires

can be erected upon or along highways upon or along which are already located the poles and wires of another system.

(9) A provision for the purpose of preventing the use of indecent, obscene or grossly insulting language by persons using a telephone.

(10) A provision conferring upon the Board authority to impose a penalty for non-compliance with the provisions of "The Ontario Telephone Act," or any Order of the Board.

(11) A provision rendering special rates for assessments against subscribers to systems established under Part II subject to the Board's approval.

(12) A provision conferring upon the Board authority to increase charges for telephone service notwithstanding anything contained in any agreement between a municipality and a telephone company.

(13) A provision requiring the incorporation under "The Ontario Companies Act" of all telephone systems owned by five or more persons. In regard to this suggested amendment, it is submitted that these systems, being public utilities and using the public highways, there exists no reason why the owners thereof should escape their obligations under "The Companies Act" by evading incorporation. Furthermore, these unincorporated systems having no legal entity it is difficult and in many cases impossible to fix responsibility for neglect to comply with the law or to recover debts by action through the courts.

There are now fifty-two telephone systems in the province being operated or in course of construction by municipalities under the provisions of Part II of "The Ontario Telephone Act."

The number of telephone systems which have reported to the Board is now 520 operating approximately 76,000 telephones, and representing a capital investment of $5,500,000. The capital investment reported, however, does not represent the actual total cost of the plant, as in the case of many systems the subscribers purchase their telephones and furnish the material and labor for a portion of their lines, the value of which, if added to the amount reported, would show the aggregate investment to be much greater.

H. C. Small,

Secretary.

APPENDIX.

Procedure File 930. (P. 199).

Toronto Railway Co.

vs.

Toronto.

Application for approval of Plans of and leave to construct line on East side of Spadina Ave., south of King St.

June 1. Hearing, 11 a.m to 12.30 p.m., pursuant to appointment (Re Line East side of Spadina Ave., King to Front). Application granted. Consent Order settled.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Monday the 1st day of June, 1914.

Before:

D. M. McINTYRE, Esq., K.C.,
Chairman.

and

A. B. INGRAM, Esq.,
Vice-Chairman.

Monday, the 1st day of June, 1914.

BETWEEN:

The Toronto Railway Company,

Applicant,

—and—

The Corporation of the City of Toronto,

Respondent.

Upon the application of the above named applicant under section 250 of the Revised Statutes of Ontario, 1914, Chapter 185, for an Order directing the approval by the respondent and its engineer of plans for certain track construction consisting of an intersection at the corner of Front Street and Spadina Avenue, double track on Spadina Avenue from Front Street to King Street and curves on Spadina Avenue at the junction of the King Street line; all in the City of Toronto, and for the permission and approval of this Board to construct the same as an extension of its railway upon the said highways; and upon hearing what was alleged by counsel as well for the respondent as for the applicant;

1. This Board doth order that the plans filed by the applicant and being plans for certain track construction consisting of an intersection at the corner of Front Street and Spadina Avenue, double track on Spadina Avenue from Front Street to King Street and curves on Spadina Avenue at the junction of the King Street line, all in the City of Toronto, be and the same are hereby approved.

2. This Board doth further order and direct, that the applicant be permitted to construct the said works as an extension of its railway upon the said highways.

3. This Board doth further order that the applicant pay the sum of $20.00 for stamps on this Order and makes no further order as to costs.

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 1066.

Walter M. Brain, et al,

vs.

Chinguacousy Municipal Telephone Co.

Application for telephone service (under sec. 12) and re Respondent's agreement with Bell Telephone Co. (under sec. 11) of "The Ontario Telephone Act, 1910."

May 21st. Hearing. Judgment reserved pending report of Board's expert as to cost of installing telephone service required by applicants.

June 25. Letter from Walter M. Brain, on behalf of applicants stating it will not be necessary for Board's expert to make estimate of cost of installing service and that application may have to be withdrawn owing to some of the applicants taking "Bell" service.

PROCEDURE FILE 1081.

City of Toronto

vs.

Toronto Railway Company.

(Re Transfers and Dundas Street and other services, and for longer Rush Hour service).

Feb. 9th. Session of Board. Interview with experts and arrangements made for investigation by experts, C. R. Barnes, Jno. H. Cain and Jno. M. Campbell.

Mar. 19th. Session of Board, 11 a.m. to 12 a.m. Order directing Toronto Railway Co. to furnish information required for Experts.

May 15th. Conference of Board, Board's Experts and Parties.

June 12th. Hearing continued, 11.30 a.m. to 12.30 p.m. and 2 to 2.40 p.m., adjourned to June 25th, 1914 at 11.30 a.m.

June 25th. Hearing continued 2.30 to 5.15 p.m., adjourned to 11 a.m. to-morrow.

June 26th. Hearing continued, 11.30 to 5 p.m., adjourned to 10.30 a.m. to-morrow.

June 27th. Hearing continued, 10.30 a.m. to 2.15 p.m. Directions given and adjourned for argument and further Hearing (See Reporter's Notes).

Sept. Hearing. Argument *re* Bloor Street Extension Lansdowne Avenue to north-west corner of High Park.

Sept. 26th. Opinion *re* Bloor Street Extension Lansdowne Avenue to north-west corner of High Park.

Oct. 1st. Hearing 11.30 a.m. to 12.15 p.m. Board directs undertaking to be superseded by Order of Board, to be drafted by Counsel for City, and, if not approved by Counsel, will be settled by Board.

Oct. 21st. Hearing continued 11.30 a.m. to 1.30 p.m. adjourned to 22nd inst. at 11.30 a.m.

Oct. 22nd. Hearing continued 11.30 a.m. to 1 p.m. and 2.30 to 4 p.m. Adjourned to Nov. 4th, 1914, at 11.30 a.m. for Argument.

Nov. 4th. Hearing continued 11.30 a.m. to 4.30 p.m. Argument concluded. Judgment reserved.

Nov. 9th. Judgment delivered.

Thursday, the Nineteenth day of March, A.D. 1914.

Before:—

D. M. McINTYRE, ESQ., K.C.,
Chairman,

and

A. B. INGRAM, ESQ.,
Vice-Chairman.

BETWEEN:

The Corporation of the City of Toronto,

Applicants,

—and—

The Toronto Railway Company,

Respondents.

It appearing to the Board that the information sought by the requisitions forming Schedule "A" hereto, being a copy of requisitions heretofore delivered, by direction of the Board, to the Respondents, the Toronto Railway Company, is necessary and material to be procured for the purposes of this Application, the Board, of its own motion, doth order that the said Respondents, the Toronto Railway Company, do within one week from this date, furnish, by depositing with the Secretary of the Board, in writing, full and detailed information upon the several matters set forth in Schedule "A" hereto.

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

SCHEDULE A.

MEMORANDUM.

Whose particular duty is it to say what cars will go upon certain lines and who assigns cars to the different lines?

What provision is made for handling trolley breaks without undue delays to service?

Do you have any industrial plants to which you run special service, night or morning? If so, please name them.

Please describe the Schedule-making Department, number of persons, title and to whom they report.

What official or officials of the Company decide what the service shall be on the various lines?

SCHEDULE "A."

MEMORANDUM.

Please make data sheet of all the rolling stock and its equipment similar to sample sheet.

A brief description of the shops and all car houses of the Company showing the kind of buildings, their location by streets, approximate distance from down town section, general dimensions, number of tracks, amount of storage capacity in feet, number of cars that can be accommodated in each, what fire protection is provided, number of employees, such as repair men, inspectors, cleaners, carpenters, painters, machinists, electricians, blacksmiths, watchmen, etc.

What does the wrecking and general emergency facilities consist of and where are they located?

How are cars heated?

Please show what is the distribution of cars for winter services to each car house? How many of each series. Do you remove cars with flat wheels from service? How is this handled?

What does the snow fighting equipment consist of?

SCHEDULE "A."

Memorandum.

Please furnish Blue Prints of tracks in detail showing single track, double track, crossovers, sidings, intersections, y's, loops, etc.

Please describe all grade crossings, name of road crossed whether single or double track, draw bridges, how protected, etc.

Information regarding grades, their percentage and location.

Please furnish *Track Data* as follows:

Name of Street.	With curb to curb.	From Street.	To Street.	Length, Single or Double track in feet.	Year laid.	Kind of rail.	Condition.

SCHEDULE "A."

Memorandum.

Please dictate a description of the operating department showing the title and number of persons employed and their particular duties, also to whom they report.

The Company's telephone service, showing number of phones and their location.

Describe the methods employed to keep the operating department cognizant of the condition of the service during the day.

How interruptions to traffic are handled.

When gaps or breaks in the lines occur are cars turned back or others sent out to fill in?

In what manner are unavoidable pull-ins handled, that is when a car for any reason has to leave the line what is done and how?

Do you have a system of watch inspectors?

Please provide copies of daily record of pull-ins, copies of detention reports, etc., for some little time past.

What is done in reference to the cleaning and sweeping of cars in service?

Please describe the instructions and discipline of trainmen.

SCHEDULE "A."

MEMORANDUM.

Please show total number of passengers carried, including transfers and transfers separate, for each of three days taking Monday, Wednesday and Saturday of any week in the immediate future.

In the case of through lines this should be shown for each end separately.

Compilation of transfer data as shown by sample.

If there have been records of transfers interchanged prepared previously, please submit same.

Do you maintain a complaints-received department or Publicity Bureau? Please state how these matters are handled.

The Corporation of the City of Toronto,

Applicants,

—and—

The Toronto Railway Company,

Respondents.

(Bloor Street Extension.)

OPINION OF THE BOARD.

Upon this Application the City of Toronto claims, amongst other things, an Order of the Board directing the Toronto Railway Company to extend and operate its railway along Bloor Street from Lansdowne Avenue to the north-western corner of High Park. This claim invokes the exercise by the Board of the power in that behalf vested in it by Section 105 of "The Ontario Railway Act." The Company contends that, by reason of the passage by the City Council of By-law No. 6058, and the requirement therein contained, and the subsequent failure of the Company to answer that requirement, the right of the Company to lay its tracks on the part of Bloor Street specified in the By-law has been abandoned, and that such abandonment involves the total cesser of the Company's rights in respect to that part of Bloor Street. The continued existence to some extent of the Company's rights as to this street is vital to the success of the City upon this branch of its application, since the Board's power is expressly limited to cases where the Company has authority to construct and operate its railway upon the street sought to be affected.

Section 1 of the City's By-law No. 6058, passed the 13th of May, 1912, is as follows:

"This Council doth hereby, pursuant to the provisions of Section 14 of the Conditions of Sale annexed to and forming part of the agreement between the said Corporation and George Washington Kiely and others, dated the first day of September, 1891, and referred to in the Act of the Legislature of Ontario, passed in the fifty-fifth year of the reign of Her late Majesty Queen Victoria, chapter 99, approve of the recommendation of the City Engineer that the Toronto Railway Company be ordered to establish and lay down a double line of street railway tracks on Bloor Street, from a connection with the existing tracks on Dundas Street to Pacific Avenue, and doth direct the Company to establish and lay down the said double line of street railway tracks on Bloor Street, from a connection with the existing tracks on Dundas Street to Pacific Avenue, and doth require the said Company, on or before the 1st day of September, 1912, to extend the street car service along the said tracks upon Bloor Street as aforesaid."

It is admitted that this by-law was communicated to the Company, and that it has failed to make the required extension of its railway.

The above contention of the Company is based substantially on Clauses 14 and 17 of the conditions as set out in Chapter 99 of the Ontario Statutes for the year 1892—the several documents set out in the schedules to which constitute the contract between the parties to this application. These conditions, as well as certain other terms of the contract, were construed by the Judicial Committee of the Privy Council, on an appeal in an action brought by the City against the Company. A report of their Lordship's opinion is to be found in A.C. (1907) at page 315. So far as material to the determination of the issue now being considered the judgment of the Judicial Committee is authority for these propositions:

1. Under the agreement the Company acquired the exclusive right or privilege to operate street surface railways in the City of Toronto during the period of the agreement.

2. By virtue of Clause 14 of the conditions the Company may be required to lay down new lines or extensions of its railway as approved by the city.

3. The Company may decline to lay down such new lines or extensions.

4. The Company by declining to lay down such new tracks or extensions is to be treated as having abandoned the right or privilege of laying them down, and the City Council may grant that right or privilege to any other person or Company.

Upon this application it is for the Board to determine the effect of such abandonment upon the Company's authority to lay its track upon the part of Bloor Street named in By-law No. 6058. That the failure of the Company to satisfy the requirement of the City operated as an abandonment of the privilege or right, is undoubted and, from a reading of Section 105, subsection (7) of The Ontario Railway Act, it is equally clear that the Board's power to order the Company to extend its track on the street in question is conditioned on the continued existence of the Company's "authority" to do so under the agreement. What then is the effect of the Company's abandonment of its privilege or right? Mr. Geary, for the City, argues in this way: true, the agreement conferred on the Company an exclusive right to lay and operate a railway on the street, yet, while upon its abandonment by the Company the latter's exclusive right was gone, some

residuum of right still inheres in the Company, by virtue of which jurisdiction attached to the Board to exercise its compulsory powers under Section 105 of the Statute.

To this contention the Board cannot accede. As stated by Martin B. when delivering judgment in the case Rankin vs. Potter, 42, L.J.C.P.200: "the word 'abandon' is one in ordinary and common use, and in its natural sense well understood: but there is not a word in the English language used in a more highly artificial and technical sense than the word 'abandon.'" The Board is of opinion that the word in this agreement is used in its natural and non-technical sense. In Murray's New Dictionary, "abandonment" is defined as meaning, "the action of relinquishing to another, of giving up, letting go, forsaking." In Bouvier's Law Dictionary, "abandonment" is defined as "The relinquishment or surrender of rights or property by one person to another."

What then did the Company relinquish or surrender by committing this undoubted act of abandonment? Surely the thing which was the subject matter of treaty and contract between the Company or its predecessor in title, the purchaser on the one part and the City on the other—that is the exclusive right or privilege of laying down a new track or extension of its railway on that part of Bloor Street. The agreement provided in express terms for three things: (1) the vesting of an exclusive right or privilege in the Company; (2) the vesting by condition 14 in the City of power to require the laying down of new lines or extensions; (3) the vesting by condition 17 in the City of power to grant to any other person or company the right or privilege abandoned by the Company after specific request by the City. Throughout the subject matter of treaty and contract is an "exclusive right or privilege," and the very object of the inclusion of condition 17 in the agreement is to liberate the City from its obligation to the Company arising under the agreement aliunde, and leave it free to grant the abandoned right or privilege to any other person or company. Only by such an interpretation of condition 17 can the City be held to have secured what it aimed thereby to secure, and what might under conceivable circumstances have been of vital importance to it, namely untrammelled freedom of action to provide railway facilities on streets abandoned by the Company, through the power to grant to another person or company the exclusive right or privilege of laying and operating a railway on those streets. Nowhere in the agreement is to be found any suggestion that at any time or under any circumstances was this exclusive right or privilege to be dissevered or qualified, and become a right or privilege exerciseable jointly or concurrently by both Company and City. The Board is of opinion that what was abandoned by the Company, on its failure to comply with the requirement of the City's By-law, was its exclusive right or privilege to lay new lines or extensions on the part of Bloor Street mentioned in the By-law, that the authority to grant to any other person or company the exclusive right or privilege to lay such lines is now vested in the City Corporation, and that the existence of such authority in the City Corporation is ex necessitate rei repugnant to the continuance of any residuum of its former right or privilege in the Company. The condition, therefore, having failed on which alone the Board's authority to make the Order can be supported the Application for this specific relief must be dismissed.

(Sgd.) D. M. McINTYRE.
Chairman.

Toronto, Friday, the Twenty-fifth
Day of September, A.D. 1914.

BETWEEN:

The Corporation of the City of Toronto,

Applicants,

—and—

The Toronto Railway Company,

Respondents.

OPINION OF THE BOARD.

This Application was launched in November, 1911, and sets out in detail a list of alleged defaults of the Respondent, and of defects in its street railway service in the City of Toronto, having regard to the agreement between the parties hereto, and claims a remedy appropriate to each. These allegations and claims may be summarized as follows:

(1) The refusal of the Respondent to issue to passengers requesting them, transfers from cars of the Respondent operating on one route to cars of the Respondent operating on another route, and asking an Order of the Board directing the Respondent to issue such transfers (pp. 3, 4 and 5 of application);

(2) The failure of the Respondent to operate its cars on the Dundas Street route to the west limit of Keele Street, and asking an Order of the Board directing the Respondent so to operate such cars (pp. 6, 7 and 8 of application);

(3) The failure of the Respondent to operate its cars on the Queen Street route northerly along Roncesvalles Avenue, and asking an Order of the Board directing the Respondent to operate all such cars along Roncesvalles Avenue to the "Y" at Humberside, and returning down Roncesvalles Avenue to Queen Street (p. 9 of the application);

(4) The failure of the Respondent to operate its cars on the Church Street route to and around the Union Station, and asking an Order of the Board directing the Respondent so to operate such cars (p. 10 of application);

(5) The failure of the Respondent to operate a sufficient number of cars, in consequence of which the cars operated are greatly overcrowded, and asking an Order of the Board directing the Respondent to operate 200 more cars (p. 11 of the application);

(6) That the Respondent withdrew its cars from operation too early during the hours when traffic was heaviest, and asking an Order of the Board directing the Respondent to continue to operate all cars in special service during such rush hours till nine o'clock in the morning, and till seven o'clock in the evening of each day (p. 12 of application);

(7) That the Respondent did improperly "Y" certain of its cars operated on the Bathurst Street route at Dupont Street, and asking an Order of the Board directing the Respondent to "Y" all such cars at Christie Street (p. 13 of application);

(8) That the Respondent did improperly "Y" certain cars operated on the Parliament Street route at Pape Avenue, and asking an Order of the Board directing the Respondent to "Y" all such cars at Greenwood Avenue (p. 14 of application);

(9) The failure of the Respondent to operate all the cars on the King Street route to the easterly terminus of that route, and asking an Order of the Board

directing all such cars to be operated to said easterly terminus (p. 15 of application);

After a number of sittings for the taking of evidence the Hearing of the application was adjourned on the 20th of February, 1912, in order that the applicant might procure a report from a traffic expert upon street railway transportation in Toronto, with suggestions for its improvement. Mr. Bion J. Arnold, of Chicago, was employed by the City, and submitted a report dated 25th October, 1912, which as printed was proved by its author, and put in as evidence in support of the application. This report, which purported to be a Report on the Traction Improvement and Development of the Toronto Metropolitan District, contained a number of recommendations for the improvement of the street railway service in the City of Toronto, and as a result the City's application was in effect enlarged, and in addition to the claims made in the original application, the City asked for an extension of the Respondent's tracks and service along a number of specified streets, and for a rerouting of a number of the car services. Both parties subsequently submitted evidence bearing both upon the claims made in the original application, and those suggested by the recommendations contained in Mr. Arnold's report. In view of the fact that the latter's report was based upon a survey of the requirements of the so-called Toronto Metropolitan District, which embraces areas in respect of which this Board has no jurisdiction upon this application, and in view further of the fact that the matters under enquiry required for their determination technical knowledge, and an experience to be gained only by long familiarity with street railway transportation problems in large cities, and their solution so far as they have been found susceptible of solution under present day conditions, the Board decided to procure the services of an independent expert adviser. Mr. Barnes was accordingly retained by the Board, he having had some twenty years experience as Electric Railway Expert on the Public Service Commission of New York State, investigating methods of construction, equipment and operation of Electric Street Railways. Mr. Barnes presented his report to the Board, bearing date the 15th of May, 1914, in which, after a comprehensive and detailed survey of the Company's equipment and operation in its various departments, made certain recommendations for the improvement of the service. These recommendations fall naturally into three groups, dealing respectively with:

(1) Track extension and reconstruction;
(2) Additions and improvements to rolling stock;
(3) Improved methods of operation.

The expenditure involved in a compliance with these recommendations was estimated by Mr. Barnes at $2,950,000. The concluding paragraph of the report reads: "Discussion of terms of franchise, contracts and protection of investment, has been intentionally omitted from this Report, as it is considered that these matters do not properly come within the scope of this investigation." In this no doubt Mr. Barnes acted wisely, as he was concerned only in suggesting those physical changes and additions which, in his judgment, were necessary to bring the equipment and service up to the standard of completeness and efficiency which he had in mind. Obviously, however, these matters which Mr. Barnes properly excluded from his consideration cannot be overlooked by the Board when an expenditure of nearly three millions of dollars is in contemplation, and the suggestion is made that a large part of the Company's equipment, still capable of rendering service, should be compulsorily retired and virtually scrapped. In particular it must be borne in mind that of the Company's franchise period of thirty years,

less than seven years remain to run, and that the unexpired term of the franchise, and the earning power which it represents are an important, if not the chief, asset of the Company in financing so large an expenditure.

Another and recent development which cannot be overlooked by the Board is the fact that the revenues of the Company have shown a serious falling off for the last three months. The commencement of this decline is coincident with the outbreak of hostilities in Europe, and in view of the widespread trade disturbance caused by the onset of war, the shrinkage of the Company's receipts may well have been occasioned by it. To what extent this falling off is due to the inevitable reaction after a period of expansion and overtrading, it is impossible to determine—equally conjectural is the probable duration of the period of depression on which we have entered. This is certain, that since early in August the receipts of the Company have fallen off on an average $1,000 a day. So serious a factor in the problem, affecting as it does the Company's ability to assume new financial burdens, must not be lost sight of. Besides, the depletion of revenue evidences a falling off in the volume of travel, and therefore a probable proportionate relief of the chief grievance to remedy which the application was launched—overcrowding.

At the Hearing on the 21st of October last the attention of Mr. Barnes, when under examination, was called to this decline in revenue, and he was questioned as to it and its effect by Mr. Osler:

Q.—Would you make this report, and these recommendations, under existing conditions?

A.—I would not. I would like to explain that answer; the report was based upon the condition of traffic which at that time had been reached by progressive increases from year to year, and on the assumption that these increases would be continued (p. 892 of examination).

Mr. Barnes was then questioned as to whether consideration should be given to the fact that owing to a general depression the Company's revenues were declining, combined with the fact that its franchise period was nearing an end.

Q.—Having regard to the financial conditions which you know to exist, and to the franchise condition of this Company, and having regard to these changed conditions which we have been speaking of up to the present time, do you think that it is now reasonable—and having regard to the large number of cars which you can see the Company have been putting on—do you think it is reasonable to ask the Company to undertake capital expenditure at the present time?

A.—I can repeat what I said before, that the recommendations were based upon a condition of traffic which necessitated improvement in the service, the changed conditions relieve to the extent of the change the necessity for improvement, which is self-evident. On the question of franchise, the report states that I did not take that into consideration. The decreased earnings as shown by these statements submitted in this City, and the decreased earnings which I know are taking place in the State of New York, would make the time inappropriate to require companies to make capital expenditure, and companies would be permitted to curtail operating expenses to the lowest possible point consistent with reasonable service. On the question of the short term of the franchise based on my experience in railroad affairs, I would say that the Company could not be equitably requested to make the capital expenditures necessary by the recommendations, unless some arrangement for reimbursement was made at the expiration of the franchise (pp. 893-4 of examination).

Before indicating the Board's conclusions upon the matters of claim still undisposed of, it seems proper to enumerate those which from time to time, during

the pending of the application, have been dealt with or satisfactorily settled, either by interim Order of the Board, or by the Company on its own initiative, or at the suggestion of the Board without a formal Order. A consideration of these will show that in the result many of the grievances complained of have been redressed in virtue of additions to the Company's equipment, or changes in its mode of operation.

(1) By an Order of the Board dated 11th December, 1911, the Company was directed to adopt the system of practically universal transfers now in vogue.

(2) By the same Order the Company was directed to continue the Dundas Street service to the end of the line to Keele Street, and to operate the Queen Street cars along Roncesvalles Avenue as far as Boustead Avenue.

(3) The cars on the Church Street route are now operated to and around the Union Station, as sought by the City in its application.

(4) The cars on the Bathurst Street route now "Y" at Christie Street instead of at Dupont Street as formerly.

(5) The cars on the Parliament Street route now "Y" at Greenwood Avenue instead of at Pape Avenue, as formerly.

(6) All the cars on the King Street route are now run to the eastern extremity of the Company's track on that street, instead of as formerly being in some cases "Y'd" at Woodbine Avenue or Scarboro Park, or being run into the King Street barns.

(7) A new track was laid on Louisa Street between Terauley and Yonge Streets.

(8) By an Order of the Board dated 3rd October, 1913, the Company and the City were directed to do all things necessary on the part of each of them to complete and make ready for operation the Company's railway along Terauley Street from Queen Street to Agnes Street, and thence westerly along Agnes, Anderson and St. Patrick Streets to Bathurst Street.

(9) During the years 1912 and 1913 two hundred new cars—being the number of additional cars asked for in the City's original application—were added to the Company's equipment as follows: In 1912 the Company put in service 50 double truck and 50 single truck convertible cars, and during the year 1913, seventy-five double truck and twenty-five single truck cars, and during the year 1914 one double truck convertible car, and during the above periods none of the Company's cars were withdrawn from service.

The conclusions reached by the Board for the improvement of the Company's service, and which may be incorporated in a formal Order, are the following:

(1) That before the 1st January, 1915, the Company reconstruct 13.45 miles of track classified as in poor condition in the report of Mr. Barnes;

(2) That before 1st June, 1915, the Company do extend its tracks, with all necessary overhead work, pursuant to plans and specifications to be approved by the Board, from their northerly terminus on Ossington Avenue at Bloor Street, northerly along Ossington Avenue, to and along Hallam Street, to Dufferin Avenue, thence along Dufferin Avenue to Lappin Street, and thence along Lappin Street to Lansdowne Avenue, and do along such extension operate cars according to a schedule approved by the Board;

(3) That before 1st December, 1914, the Company do extend its tracks, with the necessary overhead work, pursuant to plans and specifications to be approved by the Board, along Terauley Street from its tracks on College Street, southerly to a junction with its tracks at the corner of Terauley and Agnes Streets, and do operate its cars thereon according to a schedule to be approved by the Board;

(4) That upon 1st January, 1915, the Company place metal troughs of an approved type on the trolley wire, where it is carried over steam railway tracks;

(5) That the Company before the 15th January, 1915, reconstruct the platform and steps of thirty-four of the cars referred to in recommendation No. 15 of Mr. Barnes' report, and as more fully detailed upon page 165 of that report; and report to the Board upon the feasibility of reconstructing the remainder of the two hundred and two cars referred to in said recommendation No. 15, together with the cost of such reconstruction;

(6) That the Company build and have in operation upon routes approved by the Board, not later than 1st June, 1915, fifty double truck motor cars of a design approved by the Board;

(7) That on or before 1st May, 1915, the Company equip each of its cars with a legible route sign on the right hand side, and a destination sign at the front end, both signs to be suitably illuminated during the hours of darkness;

(8) That cars constructed by the Company in future shall be equpiped with push buttons;

(9) That the Company report to the Board not later than 15th January, 1915, on an improved heating system for its cars and the cost of the same;

(10) That during the summer months, and during the hours of congested travel in other months, all the College Street cars going west be run along Howard Park Avenue, and around the High Park loop, but that only each alternate car at other times be run along Howard Park Avenue, and around the High Park loop;

(11) That the Company report to the Board not later than 15th January, 1915, on the practicability of the rerouteing proposed in recommendation No. 9 of Mr. Barnes' report as set out on page 197;

(12) That the Company report to the Board not later than 15th January, 1915, on the operation of its cars at the points mentioned on pages 50 and 51 of Mr. Barnes' report, with a view to preventing unnecessary delays;

(13) That the Company not later than the 15th January, 1915, submit to the Board a draft By-law dealing with the several matters referred to in recommendation No. 7 of Mr. Barnes' report.

The Board has already disposed of the application for an Order to extend the Bloor Street line from Lansdowne Avenue to the north-eastern corner of High Park on the ground that, by reason of the Company's abandonment of its charter, the Board has no jurisdiction to make such an Order.

The Board is of the opinion that the Wilton Avenue line should be extended to Danforth Avenue as recommended in Mr. Barnes' report, but no such Order will be made until the subways under the steam railways are constructed and the new streets being opened up by the City are put in condition to receive the tracks.

The Board is of the opinion that the extension of the Company's tracks along Ossington Avenue, Hallam and Lappin Streets hereby ordered should be extended westerly from Lansdowne Avenue to Dundas Street, but no Order for such further extension can be made until subways are constructed under the steam railway tracks.

The Board further orders that the cost of procuring, and having printed, the report of Mr. Barnes, amounting to $9,960.32, be borne equally by the parties hereto.

The Board further Orders that each of the parties pay to the Board in Law Stamps the sum of $100.00.

Toronto, the Sixth day of November, A.D. 1914.

(Signed) D. M. McIntyre.
Chairman.

PROCEDURE FILE 1490.

Application by the City of London, for annexation thereto of part of the Township of London, being part Plan No. 19.

Jan. 22. Order settled and issued.

Wednesday, the seventeenth December, 1913.

Before:

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman and*
H. H. KITTSON, ESQ., *Commissioner.*

In the matter of the application of Elizabeth Whetter and other ratepayers of the portion of the Township of London hereinafter described for an order for the annexation of the same to the City of London.

Upon the application of the Corporation of the Township of London for an order reopening the order of the ninth day of April, A.D. 1913, and varying and setting aside certain terms therein. Upon hearing counsel for the applicants and for the Corporation of the City of London and the same having been adjourned until this day. Upon hearing the evidence adduced by the applicants and what was alleged by counsel aforesaid and counsel for the Dominion Abattoir Company and it appearing that all petitioners or their assigns had been duly served with notice of this application and the Board having decided to reopen the Order made on the ninth day of April, 1913.

1. The Board doth order that the said order bearing date the ninth day of April, 1913, be and the same is varied as follows by substituting the following for paragraph seven that the taxes for the year 1913 for that part of the Township of London hereby annexed to the said City shall be levied and collected by the Corporation of the Township of London upon their assessment for the year 1913 and shall be payable to the said Township of London.

2. The Board doth further order and direct that the first enacting clause of said order be and the same is hereby amended by adding the word "thirteen" after the word "six" and before the word fourteen in the ninth line of the said paragraph.

3. And the Board makes no order as to costs except that the said Township shall pay $20.00 for law stamps on this order.

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

Settled Jan. 22, 1914.
H. C. Small, Sec'y.

PROCEDURE FILE 1677.

BETWEEN:

The Corporations of the Township of Ashfield, Town of Goderich, Town of Kincardine and Township of Huron.

Applicants.

—and—

The Ontario West Shore Railway Company,

Respondent.

Application for investigation of Company's affairs.

Jan. 6. Hearing 11 a.m to 1 p.m., and 2.30 p.m. to 4.30 p.m. Adjourned to 7th inst., at 2.30 p.m.

Jan. 7. Hearing continued 2.30 p.m. to 6 p.m. Hearing adjourned to 19th inst., at 2.30 p.m., Mr. Moyes to prepare and file statement in interim and serve same on Mr. Proudfoot.

Jan. 19. Hearing continued 2.30 to 3.30 p.m., Board directs that Exhibits 41 and 42 be examined in presence of counsel or representatives for applicants and Mr. Moyes, and adjourns hearing 'sine die' to date within a week to be fixed on application of applicants' solicitors.

Jan. 21. Hearing continued 2.30 to 5 p.m., and adjourned 'sine die' pending investigation by chartered accountants.

Mar. 21. Accountants' report filed (in duplicate).

April 7. Hearing continued 11.30 a.m., to 6.30 p.m. Adjourned to 8th inst., at 11.30 a.m.

April 8. Hearing continued 11.30 a.m. to 1.15 p.m., and 2.30 p.m. to 5 p.m. Adjourned to 9th inst., at 11.30 a.m.

April 9. Hearing continued 11.30 a.m. to 1.30 p.m. Adjourned 'sine die' to day to be fixed.

April 16. Subpoena issued on application of applicants.

April 21. Hearing continued 11.30 a.m. to 1.35 p.m. Adjourned to May 1st, 11.30 a.m.

May 1. Hearing continued 11.30 a.m. to 12.30 p.m. Enquiry closed. Board to make report.

May 11. Report of Board herein completed and promulgated.

The Eleventh Day of May, A.D. 1914.

Before:

D. M. McIntyre, Esq., K.C.,
Chairman.

A. B. Ingram, Esq.,
Vice-Chairman, and

H. N. Kittson, Esq.,
Commissioner.

Between:

The Corporation of the Township of Ashfield, the Corporation of the Town of Goderich, the Corporation of the Town of Kincardine, and the Corporation of the Township of Huron.

Applicants.

—and—

The Ontario West Shore Railway Company,

Respondent.

This is an application by the above four municipal corporations under section 16 of the Board's Act as amended in 1912, to investigate all the affairs and transactions of the respondent from its inception, and ascertain what has become of certain moneys guaranteed by the applicants, and otherwise provided for the construction and equipment of the respondent's railway, and generally to make a full and complete examination of the affairs of the respondent, and the reason for the failure on the respondent's part to carry out certain statutes, agreements and by-laws, referred to in fuller detail hereafter.

Under the name of "The Huron, Bruce and Grey Electric Railway Company," the respondent was incorporated by Chapter 78 of the Ontario Statutes of 1902, with power to construct and operate an electric railway from the Town of Goderich southerly, northerly and easterly as particularly set forth in that Act. By Chapter 98 of the Ontario Statutes of 1903 the corporate name of the company was changed, and declared to be "The Ontario West Shore Electric Railway Company," and additional powers were conferred on the company. By Chapter 113 of the Ontario Statutes of 1906 the terms for the commencement and completion of the line were extended, and all the provisions of the Ontario Railway Act applicable to railways operated by electricity were declared to apply to the company and the railway to be constructed. By Chapter 139 of the Ontario Statutes of 1909 the name of the company was changed to "The Ontario West Shore Railway Company." By these Acts the company's share capital was fixed at $500,000 in 5,000 shares of $100 each, and it was authorized to issue bonds to the extent of $15,000 per mile for every mile of single track of the railway, which, upon the mileage of the section from Goderich to Kincardine, it was assumed would authorize the issue of $600,000 of bonds.

By certain by-laws and agreements forming schedules A, B, C and D, respectively, of Chapter 135 of the Ontario Statutes of 1908, the applicants severally agreed to guarantee the bonds of the respondent: the Town of Goderich in the sum of $150,000, the Town of Kincardine in the sum of $50,000, the Township of Ashfield in the sum of $125,000, and the Township of Huron in the sum of $75,000; in all the sum of $400,000. In consideration of these guarantees the company bound itself to commence and complete the construction of the railway from Goderich to Kincardine. In Schedule "A" to Chapter 139 of the Ontario Statutes of 1909 there is set out the deed of trust and mortgage executed pursuant to the provisions of the municipal by-laws authorizing the guarantees, by which the Toronto General Trusts Corporation was appointed trustee. The deed of trust, following the terms of the guaranteeing by-laws, provided that the bonds so guaranteed should be placed in the possession of the trustee to be certified, and that the bonds or the moneys arising from their sale or pledge should be deposited with or paid to the trustees. The terms of payment over by the trustees to the railway company contained in the deed of trust were construed by Mr. Justice Middleton on an application by the trustee to which the interested municipalities and the company were parties. That learned judge declared that upon receiving from time to time progress certificates by the chief engineer of the respondent certifying to ninety per cent. of the value of the services and materials done or supplied in the construction of the railway to the date of such certificates the trustee's duty was in every such case to pay to the respondent out of the moneys in its hands, being the proceeds of the guaranteed bonds, two-thirds of the ninety per cent. set out in such progress certificates issued and delivered to the trustee.

John W. Moyes, the President of the railway company, and the controlling and directing spirit of the enterprise throughout, negotiated the sale of the guaranteed bonds, and deposited the proceeds, amounting to $384,000, with the trustee. Construction of the railway was begun in the autumn of 1908, and was continued throughout the years 1909, 1910 and the major part of 1911. Progress certificates for various sums signed by the engineer of the railway company were presented to the trustee, and the stipulated proportion of the sums certified was paid over to the company. In all 57 certificates were issued and presented—the first dated 27th July, 1908, the last 3rd October, 1911—for the aggregate amount of $639,949.79. Upon these certificates the trustees paid over to John W. Moyes, representing the railway company, two-thirds of 90 per cent., making in all the sum of $383,969.94. This exhausted the avails of the guaranteed bonds, except as to some $30.06, and on 7th September, 1911, John W. Moyes ordered the work of construction to be stopped.

The line of railway from Goderich to Kincardine was far from complete. Time went on and the work of construction was not resumed by the company. The holders of the bonds were demanding from the guaranteeing municipalities payment of the overdue interest, default having been made by the railway company. Appeals to the company availed the applicants nothing, and so in October, 1912, they retained Mr. H. W. Middlemist, C.E., to investigate and report upon the condition of the railway. This he did in January, 1913, and his report forms Exhibit No. 9 of these proceedings. Mr. Middlemist estimates the value of the work and materials already done and furnished, including 5 per cent. for engineering expenses, and 15 per cent. for profit, at $305,200.75. Assuming Mr. Middlemist's estimate of the "services and materials" done and furnished to be correct, there should have been paid out of the avails of the guaranteed bonds in the hands of The Toronto General Trusts Corporation, two-thirds of ninety per cent. of this amount, namely $183,120.46. As a fact there had been paid out $383,969.94 or an over-payment of $200,849.48. Upon these facts appearing the guaranteeing municipalities applied for an investigation of the company's transactions, with a view to discovering why the express terms of their contract as guarantors had been so grossly violated.

The Board issued an appointment to enter upon the enquiry, returnable on the 30th of May, 1913, but learning that John W. Moyes, who as president had been most active in the company's affairs, was absent from Canada, and that without his testimony little progress could be made, the appointment was enlarged sine die. Another appointment was taken out returnable on the 12th September, 1913, and on its return the general course of procedure to be followed was decided on. Sittings of the Board for the taking of evidence were held in the year 1913 on the 19th of September, 30th October, 20th and 21st November, and in the year 1914 on the 6th, 7th, 19th and 21st of January and the 7th, 8th, 9th and 21st of April and on the 1st of May. A number of witnesses were examined, including representatives of The Toronto General Trusts Corporation and of the Dominion and Sterling Banks, as well as John W. Moyes, the President, Hugh J. MacEwan, the Secretary, and Vaughan M. Roberts, the engineer of the railway company.

The relevant sheets of the ledger accounts of the several banks in which the company's financial business has been transacted, were produced by the official having custody of them. These, with the testimony of the officers of the Trust company, showed that the guaranteed bonds had been sold, the proceeds deposited

with the trustee, and by the latter paid over to Moyes representing the railway company. But neither the bank books, nor the testimony of the trustee's officers disclosed the ultimate destination of these moneys after being received by the railway company. Obviously for an elucidation of this, recourse must be had to the books, vouchers and other documentary records of the company. Both Mr. MacEwan, the Secretary, and Mr. Roberts, the Engineer, of the company declared that all the books and papers of the company, that at any time had been in their possession, had been delivered by them to the President, John W. Moyes. To Moyes, accordingly, whose attendance for examination had been procured with some difficulty and after a long delay, the Board looked for discovery of the facts. In this, however, the Board was disappointed. While his memory refused to recall with accuracy individual transactions recorded in the bank ledgers, even the application of a cheque for so large an amount as $15,000, the totally unexpected and disconcerting turn which his testimony took when asked to produce the company's books and papers, promised to land the investigation in an impasse from which there seemed no escape. A few excerpts from the notes of evidence will best illustrate this, and show the unsatisfactory character of Moyes' testimony, which throughout was characterized by shifty evasion, and as subsequent developments proved, by bold reiterated falsehood. Questioned by Mr. Proudfoot, the following answers were elicited from Mr. Moyes:

Q.—I believe you were President of the Ontario West Shore Railway Company?

A.—I was.
Q.—Do you still occupy that Position?
A.—No.
Q.—Who is President now?
A.—I cannot say.
Q.—When did you cease to be President?
A.—I ceased to be President well on to a year ago.
Q.—At a meeting of the company?
A.—Yes, I resigned my position at that time.
Q.—Did you resign at a meeting?
A.—I presented my resignation at a meeting of the company.
Q.—Where was the meeting held?
A.—In Mr. Smoke's office.
Q.—That was the late Mr. Smoke?
A.—Yes.
Q.—Who was appointed in your place?
A.—No one at that meeting, and I have attended no meetings since.
Q.—Mr. Smoke was solicitor for the company?
A.—He was Vice-President of the company.
Q.—And his firm were solicitors for the company?
A.—His firm were solicitors for the company.
Q.—Was your resignation accepted?
A.—Yes.
Q.—Who was present at the meeting?
A.—Mr. Smoke and myself.
Q.—Just the two of you?
A.—Yes.

Q.—Did you still remain a director?

A.—No, I resigned absolutely.

Q.—I would like you to tell me where the Minute Book of the Ontario West Shore Railway Company is?

A.—I cannot tell you.

Q.—Where are the other papers belonging to the Company?

A.—I handed all the other papers over.

Q.—To whom?

A.—I sent them over to the Vice-President's office.

Q.—What books did you send over to the Vice-President?

A.—There were the books of the company itself—business books; they were not large; they were thin, showing the various transactions of the company itself, and there were the papers and things incidental to the operations and business of the company.

Q.—Do you mean to say that every scrap of paper or book that you had belonging to the company were handed to Mr. Smoke?

A.—Yes, they were sent over.

Q.—Can you tell me when these papers were sent to Mr. Smoke?

A.—They were sent over very shortly after I tendered my resignation, and severed my connection.

Q.—Did you actually send them over yourself?

A.—Yes.

Moyes' story under oath was that he had resigned the presidency of the company about a year before, and shortly afterwwards had handed over all the company's books and papers to Mr. Smoke, the Vice-President. Mr. Smoke was then dead, having died on the 31st of May, 1913. A search amongst the latter's effects by his business partners, and by his executor failed to disclose any of the company's books and papers beyond the Minutes of meetings of shareholders and directors. These latter which covered only a few months of the year 1908, were concerned only with the formal legal organization of the company. Of the books and papers which recorded and evidenced the transactions of the company, which extended over several years, and involved the disbursement of upwards of $400,000, no trace was to be found. The Board's enquiry has been piloted into this cule-de-sac by Moyes, and there no doubt he intended that it should end. And yet as afterwards appeared, this story so solemnly affirmed and reaffirmed by Moyes, was an infamous fabrication. Dead men tell no tales; and appreciating this, with shameless cynicism and calculating cunning, Moyes sought to unload upon the dead Vice-President, Mr. Smoke, the vanished books and papers, with all the odium attaching to their disappearance.

About the middle of January last, the Board learned that a trunk and parcel of papers, probably relevant to this enquiry, had come into the hands of the city police. Their capture was in virtue of the execution of a search warrant issued at the instance of John W. Moyes against one William M. Baxter, residing at 201 Beverley Street, Toronto, in whose possession on these premises they were found. An inspection showed that they contained the long sought books and papers, and they were at once turned over to the Board, and Mr. A. C. Neff, a chartered accountant, was appointed to examine and report upon them. This Mr. Neff has done in a thorough and exhaustive manner, and his report, afterwards confirmed and amplified by his sworn testimony, is in the hands of the parties to this application. Mr. Neff's labors were made more difficult by the

condition of affairs which a preliminary examination disclosed. He found that no systematic record of the company's business had been kept. The only books of account which he could find were a cash book and a ledger, in each of which but a few entries had been made, and those referring only to transactions in the year 1908. This amazing fact is the more incredible when it is borne in mind that during the years 1909 and 1910 and a part of the year 1911, the major part of the work of construction was carried on by the company, and the cash disbursements had amounted to $357,959.03. Yet during this period of nearly three years not a singly entry was made in the books of the company to show what was being done with this large sum of money. Mr. Neff's difficulties were further increased by the confusion and uncertainty arising from the fact that Moyes had opened eight several bank accounts—some at Toronto and others at Goderich—no less than five being in his own name—to each of which some part of the railway company's money was traced.

With the ledger leaves of these bank accounts before him, Mr. Neff essayed to fill them out, aided by the information furnished from the cheques, cheque-book stubs, pay-rolls, vouchers, accounts, etc., now in the possession of the Board. He then combined these several accounts in one statement by eliminating as far as possible transfers representing multiple entries of the same sum in more than one account. In a word he sought to build up ex post facto books of account which, with a properly conducted company, would have been the subject of daily contemporaneous record. These accounts so built up and combined are included in a schedule to his report. As many of the cheques upon several of these accounts are missing, and the right of many persons to receive payment under cheques issued to them is far from clear, evidence is still wanting of the destination and legitimate disbursement of many thousands of dollars. Mr. Neff, however, states that he presented as coherent, complete and detailed a report of the dealings by Moyes with these moneys as it was possible for him to make with the material at his command.

A sitting of the Board was arranged for the 1st May instant, for the purpose of further examining Moyes, his counsel assuring the Board that he would be present. He failed to attend, however, a relative stating that owing to the condition of his health, he had left the city under the advice of his medical attendant. Without the assistance of his explanations, many matters connected with the company must remain involved in doubt. As, however, Moyes displayed little disposition at any time to assist the Board in unravelling the company's tangled affairs, it was decided to close the enquiry without looking for further enlightenment from him, and the Board will now summarize the salient facts in the case, and set out certain general conclusions which the evidence seems to warrant. For the sake of clearness these facts and conclusions may be conveniently arranged under the following heads:

I. The organization of the company and its scheme of finance.

II. The company's arrangements for constructing the railway.

III. The engineer's progress certificates and the mode of computing the amounts certified.

IV. The application of the company's moneys and securities.

V. The assets of the company.

VI. The liabilities of the company.

VII. Summary of conclusions.

I. The organization of the company and its scheme of finance.

The Railway Act provides that when 25 per cent. of the authorized capital stock is subscribed and 10 per cent. paid thereon into some chartered bank to its credit, the permanent organization of the company may be proceeded with. As appears from the Minute Book of the company a meeting of the shareholders of the company was held at the Town of Goderich on the 23rd of March, 1908. At this meeting there was present John W. Moyes, H. J. A. MacEwan, S. C. Smoke, R. S. Williams and Neil Sinclair (by his proxy Mr. Smoke); these gentlemen being all the shareholders of the company. John W. Moyes was appointed chairman of the meeting and reported that 25 per cent., namely, $125,000 of the capital stock had been subscribed, and that the same was then held as follows:

John W. Moyes	$121,000
H. J. A. MacEwan	1,000
S. C. Smoke	1,000
R. S. Williams	1,000
Neil Sinclair	1,000

and that ten per cent, namely, $12,500 had been paid thereon, and was then in the Dominion Bank, Toronto, to the credit of the company, in accordance with the provisions of the Statute. Under examination (p. 244) Moyes stated that he got the money to make the deposit from Mr. Smoke. Both these statements by Moyes are false, that as to the receipt from Mr. Smoke of $12,500 and that as to its deposit in the bank in alleged compliance with the Railway Act. What had been done was this. Moyes had procured one Appleton J. Pattison, a broker of Toronto, to draw a cheque upon the Dominion Bank, Toronto, in favor of the Ontario West Shore Railway Company. Although at the time of the issue of this cheque Pattison's account was already overdrawn, he procured the bank to certify it, and on the 21st of March, 1908, it was deposited with the Dominion Bank to the credit of the railway company. This deposit was not an unconditional credit representing a fund which might be freely drawn upon by the company and converted into cash. Opposite the entry of the credit in the bank ledger appear the words in red ink "Hold, cheques to be shown to Mr. Pepler," Mr. Pepler being the Manager of the bank. Upon this dubious fabric of credit Moyes based his statement that $12,500 had been paid into the bank on account of subscribed stock. Even that flimsy foundation failed him, when on the 27th of March—six days later—this credit was wiped out by a cross debit entry of $12,500, and the account closed. This piece of financial jugglery—obviously fraudulent and intended to deceive—is the only pretence that anything was ever paid on account of the capital stock. In view of this the company was never validly organized.

At the same meeting the above named John W. Moyes, H. J. A. MacEwan, S. C. Smoke, R. S. Williams and Neil Sinclair were elected directors, and authority was given to issue bonds to the extent of $15,000 per mile, and to secure them by mortgage on all the assets and revenues of the company. At a meeting of the directors held the same day, John W. Moyes was elected President, and S. C. Smoke, Vice-President, and H. J. A. MacEwan was appointed Secretary of the company. Acting upon the above authorization, Moyes issued the bonds of the company to the amount of $600,000 upon an assumed mileage of 40 miles. and deposited the unguaranteed bonds ($200,000) and the proceeds of the guar-

anteed bonds ($400,000) which, as above stated, realized $384,000 with the Toronto General Trusts Corporation as trustee. At a subsequent meeting of the shareholders the directors were authorized to enter into a contract for the construction and equipment of the railway from Goderich to Kincardine. For this undertaking, which Mr. Middlemist estimated to cost in cash $1,102,736.95 Moyes had the following securities:

Stock authorized	$500,000
Bonds authorized:	
(1) Guaranteed	400,000
(2) Unguaranteed	200,000
	$1,100,000

In the year 1908 Moyes borrowed some money from Appleton J. Pattison the broker above mentioned but that was repaid him out of the avails of the guaranteed bonds. Nothing was ever paid on the stock, and the unguaranteed bonds being unsaleable, Mr. Neff, in the last paragraph of his report, has pithily summarized the financing of the company: "Apparently, no permanent capital whatever has been furnished, outside of the proceeds of the guaranteed bonds."

II. The Company's arrangements for constructing the Railway.

At a meeting of the shareholders held at Toronto on the 7th of April, 1908, the directors were authorized to enter into a contract for the construction and equipment of the railway from Goderich to Kincardine, upon specified terms, and at a meeting of directors held on the 20th of July, 1908, Moyes reported the execution of a contract by the Huron Construction Company. The terms of this contract as to payment were substantially that the construction company should receive the stock and bonds of the Company, that is, nominally a consideration of $1,100,000. Owing to the evasive and untruthful answers of Moyes, such confusion arose in the earlier stages of the enquiry, and before possession was had of the books and papers, as to the identity of the Huron Construction Company. As nearly as the Board can gather from the documents and the testimony, the facts are these: Moyes procured to be incorporated under letters patent "The Huron Construction Company, Limited." This is vouched for by Mr. Roaf, who states that Moyes instructed him to apply for the incorporation, and paid him his fee, although Moyes swore he had nothing to do with that company. This company so incorporated never got beyond the stage of provisional organization, and never transacted any business. Bank accounts were opened by Moyes with the Sterling Bank, at Goderich and at Toronto, in the name of The Huron Construction Company. Cheques were drawn against the former account by Moyes and his attorney, MacEwan, and against the latter by Appleton J. Pattison, a Toronto broker. This Huron Construction Company was not incorporated, and was really John W. Moyes. Pattison disclaiming any interest in the Company, and declaring that he acted throughout under instructions from Moyes. It is this unincorporated company which is hereafter referred to as The Huron Construction Company.

A draft contract was found amongst the papers between the Railway Company and the Huron Construction Company, by which the latter agreed to build and equip the railway between the above termini, for the consideration above mentioned. No executed copy of this draft contract has been found, but according to the testimony of Moyes, it correctly sets out the arrangements made between

the Railway Company and The Huron Construction Company. Thereafter the work of construction, so far as it proceeded, was carried on by Moyes in the name of The Huron Construction Company. That company was without doubt John W. Moyes. He was the sole initiating, efficient, actor throughout, the others who appeared upon the stage, Roberts the engineer, MacEwan the secretary, and Pattison the accommodating broker, being admittedly mere agents moved by him and doing his will.

By Section 16 of the Railway Act, 1906, it is provided that no director or promoter of the Company shall enter into or be directly or indirecty interested or concerned in or participate in the profit of any contract with the company, not relating to the purchase of land necessary for the railway, nor be nor become a partner of any contractor with the company. In the event of breach of this provision, an action lies against such director or promoter at suit of a shareholder or municipality interested for the benefit of the funds of the company, for the whole amount of profit accruing to such director or promoter from such contract. It thus appears that the contract made by The Huron Construction Company, which was John W. Moyes, with The Ontario West Shore Railway Company, controlled by John W. Moyes, was in breach of the express terms of the Railway Act, and drew upon him the liabilities above mentioned.

III. The Engineer's progress certificates, and the mode of computing the amounts certified.

A form of progress certificate was settled by the Trustee and the Railway Company, which is based upon the terms as to payment over by the Trustees set out in the trust deed and mortgage. It reads as follows:—

"Duplicate Goderich 19 .

I ....., Chief Engineer of The Ontario West Shore Railway Company, hereby certify that for and in the construction of the line of the above Company from Goderich to Kincardine, the materials and services provided and done are .....$
90% thereof amounts to .....$
Deduct amount previously certified .....$
Balance for which the certificate is given .....$

And I certify that the said Company has fulfilled the terms and conditions necessary to be fulfilled under By-law No. 49, 1907, of the Town of Goderich, By-law No. 532 of the Town of Kincardine, By-law No. 371, 1907, of the Township of Huron, By-law No. VIII. of the Township of Ashfield, to entitle the said Company to receive from the Toronto General Trusts Corporation the said sum of $.....

Chief Engineer."

No. .....

At a meeting of the directors held on the 20th July, 1908, Vaughan M. Roberts was appointed engineer of the Railway Company, and upon him devolved the duty of issuing the progress certificates, some fifty-seven in number, and amounting in all to $639,949.79. The applicant municipalities did not retain an engineer to make an independent inspection and appraisement on their behalf of the work done from time to time, but left this matter, so vital to their protection,

entirely to the Railway Company's appointee. From documents found among the papers of the company, it is clear that Roberts failed grievously in his duty as certifying engineer. He was unable to produce any memoranda showing the various computations on which he based the progress certificates issued by him. Under examination his explanation of his method shows that it was not in accord with the terms of the trust deed as summarized in the progress certificates signed by him. Questioned as to this he says (p. 506) "I made my calculation on a percentage basis of the whole contract." Again (p. 507), "My instructions came from Mr. Moyes to prepare my estimate on the contract price." Again (p. 508):

"Q.—Supposing a thousand dollars of work and material were done and supplied at a certain stage in this transaction, would you certify that a thousand dollars' worth of work and material had been supplied?

"A.—No; I would certify to its percentage on the whole contract.

"Q.—Supposing there was a thousand dollars' worth of work done, would you certify to a greater amount than a thousand dollars?

"A.—Yes, assuming that the actual cost of the work is one thousand dollars, and my pro rata rate of that brought it up to three thousand dollars under the contract, that was the amount that was certified.

* * * * * * *

"Q.—A thousand dollars' worth of work is done, and you certify, may be, that three thousand dollars' worth of work is done: you may have done such a thing as that by this method of calculation?

"A.—Yes."

This means in short that Roberts, under instructions from Moyes, adopted the contract price as the basis of the progress estimates and not "the value of the services and materials done or supplied in the construction of the railway," which was the true basis as laid down in the trust deed. The application of such an erroneous method might explain, but could never justify, a result by which work and materials appraised by Mr. Middlemist at $305,200.75 were certified to be of a value of $639,949.79, but the papers show that no such method was in fact followed. Along with the duplicates of the fifty-seven progress certificates issued were found, in the handwriting of Moyes, computations showing how the amounts of each certificate were made up. "These indicate," to quote Mr. Neff's report, "that it was customary to ascertain the amount of funds required and to issue the certificates for an amount which would produce the amount required after deducting ten per cent. and one-third." In a word, the financial necessities of Moyes, not the deserts of the company, determined the quantum of his demand. There is nothing to show that Roberts made any attempt to protect the applicant municipalities, by checking up the work actually done as a preliminary to issuing his certificate. On the contrary, a large number of certificates in blank signed by him were found amongst the company's papers, showing that Roberts had abdicated his functions as the certifying engineer under the trust deed and placed himself completely in the hands of Moyes, thus facilitating the fraudulent purposes of the latter.

One or two illustrations may be given to illustrate Moyes' methods. In August, 1909, a quantity of rails was bought from the Provincial Steel Company. To meet the price, $16,937.50, Moyes prepared and issued a fraudulent certificate (No. 19 of the series) for $28,229.17, the latter being the sum which, when reduced by ten per cent. and one-third, will produce exactly $16,937.50.

During the years 1909, 1910 and 1911, when it became necessary to raise funds to meet the interest coupons on the guaranteed bonds, Moyes adopted the bold expedient of issuing certificates. In this way he drew $58,900 on false and fraudulent certificates of work done and materials supplied, when in fact not one dollar of this money went into construction of the railway.

IV. The application of the moneys and securities of the Company.

The enquiries of the Board into this matter were rendered difficult by a number of circumstances. No books of account of the Company's business had been kept. No less than eight bank accounts had been opened, to each of which some part of the moneys in question was traced. Three of these accounts were at Goderich, and five at Toronto; five of them in the name of John W. Moyes, two in the name of The Huron Construction Company, and one in the name of The Ontario West Shore Railway Company. Many cheques were missing, so that it was impossible to identify some of the entries in the bank ledger. The embarrassment of the Board arising from these matters was further increased by the fact that Moyes failed utterly on this enquiry to realize and discharge his duty as a trustee accountable for these moneys. The main actor in these transactions, he alone could let in light upon many matters which are still obscure, yet with every opportunity given him to explain he has chosen to remain silent, or, worse still, to wilfully mislead the Board. Under these circumstances he has no just ground of complaint if he is held accountable for that part of these moneys and securities traced to his possession and control, which are not clearly and unmistakably shown to have been properly applied.

A.—As to the moneys.

Mr. MacEwan, as the secretary of the company and Moyes' agent at Goderich, had exceptional opportunities of becoming familiar with the expenditures on construction account, and as his statement of the amount so spent closely approximates to Mr. Neff's conclusions, the Board believes it may be safely adopted as correct. Mr. MacEwan submits a statement showing that all the payments at Goderich, and those of Toronto of which he has knowledge, made on account of construction, were $228,272.06, made up in this way:—

Pay rolls and accounts paid at Goderich		$153,903 55
Ties (1909)		9,598 07
Rails	$74,275 40	
Less 30% of price paid in unguaranteed bonds taken at par	22,282 62	
		51,992 78
Right of way		6,777 66
Timber		1,000 00
Additional construction (about)		5,000 00
		$228,272 06

Mr. MacEwan can speak positively of these payments. As to the rails, he states that the invoices read that 30% of the price was to be paid in unguaranteed bonds. Further than this Mr. MacEwan's positive knowledge does not extend,

although he says that besides the above payments were probably made at Toronto for a locomotive, $2,000, and for legal expenses, a sum unknown to him.

The guaranteed bonds, principal and interest, produced the sum of $402,837.37, which is to be accounted for. Mr. MacEwan's testimony, corroborated by the documentary evidence, so far as applicable, makes it reasonably certain that $228,272.06 were probably expended in the construction of the railway. This leaves to be accounted for a balance of $174,565.31, and the Board places the burden of accounting for this where it properly belongs, upon the shoulders of John W. Moyes. This burden he has so far signally failed to discharge. How much of this large balance was legitimately applied to the purposes of the railway the Board is unable to say from the material at its command. This much the Board can say, that the documentary evidence makes it clear that of this balance, which was all paid out by Moyes, large sums were deliberately misappropriated; for instance, cheques and vouchers show the following:—

Paid in interest coupons	$58,900
Transferred to Moyes' private accounts	27,905
Paid on account of Philadelphia land deal	15,000
Paid on account of Maitland River Power Company	10,200
Paid A. J. Pattison & Co. (alleged stock purchases)	9,700

B.—As to securities.

(1) The bonds guaranteed by the applicants of a par value of $400,000 were sold, and realized as stated above, $384,000. This sum, augmented by accrued interest to $402,867.64, was applied as above set out.

(2) The unguaranteed bonds of a par value of $200,000 were not sold, and so far as appears were applied as follows:—

Fifteen bonds (Nos. 401 to 415) of a par value of $15,000 were on the 3rd of April, 1909, deposited with the Dominion Bank of Toronto by The Huron Construction Company, John W. Moyes, subject to the order of The Provincial Steel Company, Limited. By letter dated the 30th January, 1912, addressed to the Dominion Bank, The Provincial Steel Company, Limited, claim to be entitled to these bonds. The bonds are now in the possession of the Board, subject to existing legal rights (Exhibits Nos. 43-46).

Twenty bonds (Nos. 581 to 600) of a par value of $20,000 were on the 23rd of July, 1908, deposited with The Toronto General Trusts Corporation by John W. Moyes, President (presumably of the Railway Company). The letter from Moyes accompanying the deposit is somewhat vague, but seems to indicate that they are to be held for The Huron Construction Company, and delivered over upon a certificate of this Board being issued. These bonds are now in the possession of the Trusts Corporation.

The balance of the bonds, of a par value of $165,000 are, the Board is satisfied, in the possession or control of Moyes. The books of the Dominion Bank show that on the 23rd of July, 1908, a sealed packet was received from J. W. Moyes, said to contain one hundred and eighty $1,000 West Shore bonds. The instructions to the Bank were that the packet was to be delivered on the joint signatures of A. J. Pattison and J. W. Moyes. On the 10th of November, 1913, the Dominion Bank, upon an order signed by Moyes and Pattison, delivered over to Moyes this packet. Apparently the block of fifteen of these bonds now in the possession of

the Board was in the interval withdrawn from the packet. The remaining one hundred and sixty-five bonds of a par value of $165,000 are, the Board believes, in the possession and control of Moyes. As Moyes cannot take any profit under the contract which, in the name of The Huron Construction Company, he made with the Railway Company, he cannot make title to any of these bonds under that contract. Unless some claim or lien of which the Board has no knowledge has supervened, the Railway Company is entitled to delivery of this block of one hundred and sixty-five bonds, as well as the above block of twenty bonds, of a total par value of $185,000.

V. The Assets of the Company.

These consist solely, so far as disclosed, of the right-of-way for the railway between Goderich and Kincardine, the work of construction done on that line, and certain railway material. These assets are fully described in Mr. Middlemist's report, and correcting it in the light of information subsequently obtained from Mr. MacEwan and other witnesses, they may be summarized as follows, premising that the right-of-way has been fully paid for, except as to seven parcels in the Township of Ashfield, and five parcels in the Township of Huron, for most of which the company holds options, and which Mr. MacEwan estimates may be purchased for $1,178.

Right-of-way (actual purchase price as given by Mr. MacEwan)	$6,777 66
Value of works executed, as estimated by Mr. Middlemist, deducting $1,725, his estimate of cost of right-of-way	215,076 00
Engineering, 5%	10,753 80
Materials	43,413 75
	$276,021 21

From Mr. Middlemist's estimate of the value the Board deducts the allowance of $34,146 profit—computed at the rate of 15 per cent. upon the value of the work done—as in view of the provision in the Railway Act above referred to, no profit is permissible to The Huron Construction Company.

VI. The Liabilities of the Company.

(1) *To the Public.*

Bonds issued by the Company and guaranteed by the applicants, dated 1st May, 1908, and payable on 1st May, 1938, with interest in the meantime at 5 per cent. per annum, payable half-yearly on the 1st of January and the 1st of July in each year, and secured by mortgage on the Company's undertaking	$400,000
Bonds Nos. 401 to 415 issued by the Company (not guaranteed) dated and payable with interest as above, and secured by mortgage on the Company's undertaking, and claimed by The Provincial Steel Company	15,000
Wages at Goderich, as estimated by Mr. MacEwan, $300 to $400 —say	400
Other accounts, estimated by MacEwan $1,500 to $1,600—say..	1,600

(2) *To Shareholders.*

Although the records of the Company show that stock to the extent of $125,000 was issued to Moyes and his four associates as above mentioned, and that stock to the extent of $370,000 was issued to The Huron Construction Company, it is clear that no real liability exists under this head, as nothing of value was paid or given for the stock, and the contract with The Huron Construction Company is void, as in breach of The Railway Act. This was the view taken by the Legislative Assembly when the Act was passed in 1913, vesting the franchise and property of the Company in Mr. Thomas Stothers in trust for the applicants, subject to the rights of the creditors and bondholders of the Company.

VII.—Summary of Conclusions.

(*a*) That John W. Moyes, by the false and fraudulent representation that $12,500 had been paid in to the Dominion Bank, Toronto, on account of the capital stock, procured The Ontario West Shore Railway Company to be permanently organized.

(*b*) That no permanent capital was contributed to the undertaking beyond the proceeds of the sale of the bonds guaranteed by the applicants; although fifteen of the unguaranteed bonds of the par value of $15,000 appear to have been taken by The Provincial Steel Company in part payment of rails.

(*c*) That John W. Moyes, in breach of the Ontario Railway Act, procured a colourable agreement for the construction of the railway, to be entered into between the Railway Company and the so-called Huron Construction Company, which latter was in fact John W. Moyes.

(*d*) That by procuring to be issued false and fraudulent progress certificates, John W. Moyes withdrew from The Toronto General Trusts Corporation the proceeds of the sale of the bonds guaranteed by the Applicants, amounting, with interest, to the sum of $402,837.37, and Vaughan M. Roberts, the Railway Company's Engineer, by his gross negligence and breach of duty, aided and abetted Moyes in his fraudulent design.

(*e*) That owing to the fact that no books of account of the Company's business were kept, and that many vouchers for payments are missing, the Board cannot report with exactness how much of the amount so fraudulently withdrawn by Moyes was properly expended, this much is clear, that, while several thousands of dollars were applied to purposes foreign to the railway, the sum of $228,272.06 was properly expended in railway construction and material.

(*f*) That the assets of the company consist of the right of way (which for the entire distance, except for some twelve parcels, has been acquired), and construction work and material, all which, according to the corrected valuation of Mr. Middlemist, C.E., is worth $276,021.21.

(*g*) That all the liabilities of the Company known to the Board are the bonds guaranteed by the applicants of a par value of $400,000, and a parcel of unguaranteed bonds of the par value of $15,000, both of which are secured by a mortgage on all the company's undertaking, and besides these there are outstanding unsecured accounts amounting to some $2,000.

(Sgd.) D. M. McIntyre, *Chairman.*
(Sgd.) A. B. Ingram, *Vice-Chairman.*
(Sgd.) H. W. Kittson, *Commissioner.*

PROCEDURE FILE 1724.

The Corporation of the Town of Waterloo

vs.

The Corporation of the City of Berlin,

(*Re* Finance of Street Railway).

Jan. 9th. Approved draft Order filed.
Jan. 13th. Order issued.

Monday, the 23rd day of June, 1913.

D. M. McINTYRE, Esq., K.C.,
Chairman.
and
A. B. INGRAM, Esq.,
Vice-Chairman.

BETWEEN.

The Corporation of the Town of Waterloo,

Applicant.

—and—

The Corporation of the City of Berlin,

Respondents.

Upon the application of the applicant, claiming that it was not receiving a proper share of the profits of the Berlin & Waterloo Street Railway, as provided for in a certain agreement between the said parties, dated the 18th day of January, 1910, and approved of by this Board on the 2nd day of September, 1910, and on the further complaint by the applicant that a part of the profits of the said railway had been wrongfully paid over by the Berlin Light Commissioners, a body operating the said Street Railway, to the respondent in the shape of municipal taxes and upon the application of the respondent in its reply claiming that the applicant had wrongfully assessed the said Street Railway, and claiming a refund of the taxes on such assessment paid by the respondent to the applicant.

Upon reading the application of the applicant and the reply of the respondent and upon hearing counsel for the applicant and respondent,

This Board doth adjudge that neither the applicant nor the respondent is entitled to assess the said Berlin & Waterloo Street Railway or any part thereof for municipal taxes.

And this Board doth order that the respondent do account for all moneys retained as taxes from the assessment of the said Street Railway, while the property of the respondent, and that such moneys be included in an adjustment of the profits of the said Street Railway.

And this Board doth further order that the applicant do account to the respondent, for all sums of money collected by it as taxes from the assessment of the said Street Railway while the property of the respondent, and that such moneys be included in an adjustment of the profits of the said Street Railway.

This Board does not see fit to make any order as to costs, save and except that the applicant shall pay the sum of $10.00 for law stamps on this order.

Order signed the thirteenth day of January, 1914.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure Files, 1732, 1732A.

314, St. James Chambers, Adelaide St. East,
January 23rd.

The Chairman of The Ontario Railway and Municipal Board, Toronto.

Sir.—I beg to submit my report on the 190 foot span of the Rosedale Section of the Bloor Street Viaduct, prepared by the Bridge Department of the City of Toronto, as follows:—

This span crosses the Rosedale Ravine and consists of a three-hinged arch, 190 feet centre to centre of pins at abutments. The bridge is 84 ft. 6 in. wide, which is divided up into two sidewalks, each 10 ft. 9 in., two driveways for vehicles —one on each side of the centre space—21 ft. each, and a centre space for two street car tracks 22 feet wide. Below this floor, at a distance of about 22 feet, there is another carrying two lines of railway track, each track being placed between an inner and outer arch rib, of which there are four, spaced 22 feet apart. The loads from the upper floor are transferred to the ribs by means of vertical columns gradually shortening to nothing at the centre of the span, where this floor rests on the upper flange of the rib, which at this point is about 21 feet deep, tapering to about 4 feet at the abutment pins. Each arch consists of an upper and lower chord connected by verticals and diagonals designed to take alternate compression and tension stresses. The lower deck rests on columns till it crosses the upper chord of the rib, when it is connected to the verticals at the arch. The dead load consists of the weight of the structure distributed as it comes on the different members of the bridge. The static live load on the floor beams, stringers and columns is 135 lbs. per square foot applied to half the width of driveway next the sidewalk, while the other half is designed for a motor truck load of 40,000 lbs.—28,000 lbs. being on the front axle, and 12,000 on the rear axle, the wheel base being 12 feet and the gauge or width 5 feet. The street railway portion of the floor is designed for a 50 ton car loading with impact allowance as required by your Board's Specifications.

The lower deck is designed to carry a train of freight cars, each weighing 152,000 lbs., which is applied to floor beams and columns with impact allowance. The arch ribs are designed to carry all the dead load transferred to them from the columns and girders, plus their own weight. The roadway live load from the upper deck is 80 lbs. per square foot on the rib, and the street railway live load is 1,600 lbs. per lineal foot, with impact allowance. The lower deck live load consists of a panel load of freight cars.

The sidewalks are designed to carry a live load of 100 lbs. per square foot.

I have calculated fully all the stresses in this span and would say that they agree very closely with those shown on the plans, the slight differences making no change in the sectional areas required, and am quite satisfied that this structure will conform fully with all the conditions required for the loadings as given above.

copies of which have already been approved by your Board. The wind loading on this arch is not enough to require special calculation, as it is less than 25 per cent. of the maximum stresses shown.

Having gone so fully into all the details of this bridge, I have no hesitation in advising your Board to approve these plans.

Yours truly,

H. W. MIDDLEMIST.

314, St. James Chambers, Adelaide St. E.
February 16th, 1914.

The Chairman of The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the plans of the 158 foot span for the Don Section of the Bloor Street Viaduct, which were submitted to your Board by the City's Bridge Department. This span consists of four three-hinged arch ribs of 158 feet span centre to centre of end pins. The two inner ribs support the two street railway tracks and one half the roadway on each side, and the outer ribs the remaining half of each roadway, and the sidewalks. The loadings for this span are the same as set forth in my previous report on the Rosedale Section, which has been approved by your Board.

I have made very careful calculations of all the stresses, and the results agree practically with those made by the Bridge Department, and shown on the plans now submitted. These plans are therefore satisfactory to me, and I recommend them for your approval.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

314, St. James Chambers, Adelaide St. E.
March 10th, 1914.

The Chairman of The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the plans of the 240 foot arch span for the Don Section of the Bloor Street Viaduct, which were sent to your Board by the City Bridge Department. This span is designed as a three-hinged arch of four ribs, the outer two carrying the sidewalks and half the roadway on each side, and the inner ribs, the remaining half of the roadway on each side, and the two street railway tracks. The loadings for this span are the same as already reported to you and approved by your Board. Having made very careful calculation of the stresses for this span I find they agree very closely with those of the Bridge Department shown on the plans, and I, therefore, recommend the same for your approval. The floor system is the same as for the 158 foot span, and the stresses for it were calculated by me in checking those plans.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

314, St. James Chambers, Adelaide St. East,
March 18th, 1914.

The Chairman of The Ontario Railway and Municipal Board, Toronto.

SIR,—In accordance with your instructions I have examined the plans Nos. 124, 131, 132, 133, 134, 135 of the three-hinged arch, 281 ft. 6 in. span, centre to centre of end pins, Don Section, Bloor Street Viaduct; forwarded to your Board by the City Solicitor. I have calculated all the stresses in this span, and find they agree practically with those shown on the plans.

This span is identical with those passed already by your Board, and consists of four ribs, the two outer ones carrying the sidewalks and half the roadway, and the two inner ones the other half of the roadway and the street railway tracks. Each inner and outer rib also carries a lower deck for the passage of heavy railway freight cars. All the loadings are as already approved by your Board.

I therefore submit these plans for your approval.

Yours truly,

H. W. MIDDLEMIST.

314, St. James Chambers, Adelaide Street East.
April 6th, 1914.

The Chairman of The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the plans of the wind bracing and pin reactions for all the arch spans of the Bloor Street Viaduct, as requested by your Board, and have calculated all the stresses therein. The results agree very closely with those shown on plans Nos. 122, 136, 137, and 140, and in every case the stresses on the arch ribs are less than 25 per cent. of the total stress from the dead, live and impact loadings, consequently there need be no allowance made in the cross sectional areas of the upper chords of the ribs.

The vertical bracing is of ample area, and in my opinion will take care of any wind stresses likely to come on the arches, and superstructure of the bridge. I therefore recommend the above plans for your approval.

Yours truly,

H. W. MIDDLEMIST.

June 11th, 1914.

The Chairman of The Ontario Railway and Municipal Board, Toronto.

SIR,—I have to report that I have examined the following plans of the Bloor Street Viaduct submitted for approval by the Bridge Department of the City of Toronto, viz.: the revised plan No. 111, showing the floor system on the steel arches of the Don Section, and Nos. 130 and 153, the former showing the floor system of the approaches for the Don Section, and the latter the details of the

concrete railing for the same. Plan No. 111 was revised on account of additional dead loading being placed on the sidewalk girders, due to the extra weight of the railing as now designed, and some other changes of details.

I have gone carefully into all the calculations of the stresses, and find them agree pretty closely with those shown on the plans, the unit loadings being the same as previously passed by your Board, and therefore recommend the above plans for your approval.

Yours truly,

H. W. Middlemist.

August 13th, 1914.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

Sir,—I have examined the plans of the Lower Deck Floor Don Section, Bloor Street Viaduct, showing the bending moments, shears, floor beam reactions, and sections of stringers, and find the figures given to conform with the requirements of your Board's Specifications. I would, therefore, recommend this plan for your approval.

Yours truly,

H. W. Middlemist.

October 6th, 1914.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

Sir,—I have examined plans Numbers 105, 110, 198 and 129 of the Rosedale section, Bloor Street Viaduct, showing the steel work for the approaches and the floor over the 190 ft. arch span. I have gone carefully into all the calculations and the results agree very closely with those obtained by the City Bridge Department, and also conform to the loadings as approved by your Board, including the allowance for impact called for in your Board's specifications. I therefore submit the above plans for your approval.

Yours truly,

H. W. Middlemist.

October 22nd, 1914.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

Sir,—I have examined the following plans of the Rosedale section of the Bloor Street Viaduct, namely, Numbers 180, 181, 182, 183, 184, 185, 186, 187, 188, 190, 191, 192, 193, 194, 195, 196, 197, 199, 200, 201 and 202, showing the masonry walls for the approaches, and the piers. These are all similar in con-

struction to those of the Don section already approved by your Board, and from the results of my calculations I am satisfied that they will fulfil all the conditions required, always providing that the foundations are carried down to solid ground, and that the workmanship is of the best. This being understood, I recommend your approval of the above mentioned plans.

Yours truly,

H. W. MIDDLEMIST.

Toronto, July 18th, 1914.

The Chairman of The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the following plans of the Don Section, Bloor Street Viaduct, forwarded to your Board by the City Bridge Department, viz., Nos. 138, 141, 142, 143, 151, 156, 157, 158, 159, 164, 166, 169, 170, 171, 172, 173, 176, and 177.

These plans complete the Don Section, and include all the concrete work in piers A, F, G, the base of pier E, and the approaches east and west.

I have gone carefully into all the stresses and am satisfied with the results of my calculations, but as I pointed out in my report to you for July 7th, a great deal depends upon the quality of the work done during construction, and the amount of care exercised in carrying it out, as to getting the final results in concrete structures.

Yours truly,

H. W. MIDDLEMIST.

July 7th, 1914.

The Chairman of The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the following plans of the Don Section of the Bloor Street Viaduct, forwarded to your Board by the City Bridge Department, viz.: Nos. 36, 146, 147, 148, 149, 150, 154, 155, 160, 161, 162, 163, 167, 174, 175.

These plans include the concrete piers B, C, D, and upper and centre parts of pier E, supporting the steel arches; the details of the concrete parapets along each side of the roadway; the steel columns for the approaches, and the steel trusses for the span of 80 feet between piers F and G.

My calculations for the steel work agree very closely with those of the City Bridge Department, also those for the stresses in the piers B, C, D, caused by the dead and live loads from the floors, their own weight, and the pin thrusts from the arch ribs. Drawing No. 167 shows that these piers will be carried down to solid rock about 18 feet below the footing of the piers, this distance of course being governed by what is found when the excavation has been made, so as to get a suitable bearing for the caisons upon which the footing will rest.

In recommending these plans for your approval, I would point out that in the case of the concrete piers, and other structures of that material, a great deal depends upon the quality of the work done during construction, as to attaining the results of the calculations which have been made, and this will require the greatest possible care in carrying it out.

Yours truly,

H. W. MIDDLEMIST.

PROCEDURE FILE 1797.

Application by the Beaver Valley Municipal Telephone System, under "The Ontario Telephone Act, 1910," for intercommuncation, etc., with the St. Vincent Municipal Telephone System and the Euphrasia Telephone System.

Feb. 12th. Appointment for hearing, Feb. 20th, 2.30 p.m., at Board's Chambers.

Feb. 17th. Hearing adjourned *sine die* at request of applicants to enable parties to confer with a view to voluntary settlement.

PROCEDURE FILE 1825.

Application by the Beaver Valley Municipal Telephone System, under "The Ontario Telephone Act, 1910," for intercommunication, etc., with the Euphrasia Municipal Telephone System.

Feb. 12th. Appointment for hearing, 20th inst., 2.30 p.m., at Board's Chambers.

Feb. 17th. Hearing adjourned *sine die* at request of applicants to enable parties to confer with a view to voluntary settlement.

PROCEDURE FILE 1857.

Ontario & Minnesota Power Co.,

vs.

Fort Frances.

(Assessment Appeal.)

May 6th. Hearing, pursuant to appointment, 2.30 to 3.30 p.m. Adjourned to 10 a.m., June 16th, 1914, at Town Hall, Fort Frances.

June 16th. Hearing at Fort Frances (1½ hours). Application dismissed, Board not having jurisdiction owing to there having been no appeal to the District Judge.

June 28th. Judgment by Court of Appeal sustaining Board's Ruling and dismissing Company's Appeal therefrom.

PROCEDURE FILE 1858.

Ontario & Minnesota Power Co.

(E. W. Backus, Trustee),

vs.

Fort Frances.

May 6th. Hearing, pursuant to appointment, 2.30 to 3.30 p.m. Adjourned to 10 a.m., June 16th, 1914, at Town Hall, Fort Frances.

June 16th. Hearing. Application dismissed (See P.F. 1857). By consent assessment changed to Ontario & Minnesota Power Co. and reduced in accordance with the Company's agreement with Fort Frances.

PROCEDURE FILE 1859.

International Bridge & Terminal Co.

vs.

Fort Frances.

May 6th. Hearing, pursuant to appointment, 2.30 to 3.30 p.m. Adjourned to 10 a.m., June 16th, 1914, at Town Hall, Fort Frances.

June 16th. Hearing. Application dismissed. (See P.F. 1857.)

PROCEDURE FILE 1869.

JAMES C. ROYCE, C.E., Toronto, Canada.

Toronto, Jan. 26th, 1914.

The Toronto Railway and Municipal Board, Parliament Buildings, Toronto.

GENTLEMEN,—In accordance with the request of your Chairman, Mr. McIntyre, I have made an inspection of the civic cars which were the subject of my report on July 29th, 1913, and beg to report as follows:

Two of these cars are now in operation on the Gerrard Street line, one is used for clearing the snow off the St. Clair Avenue line, and the other is now in the paint shop.

During my inspection I took the opportunity of testing out the hand brakes in one of the cars on the Gerrard Street line, and examining the alterations to the brakes on the other over the pit, and found them to be reasonably satisfactory. Mr. Power, the city's engineer, informs me that the hand brakes on the other two cars have been altered likewise.

All these cars have been fitted with wheel guards, and the step on one side of the vestibules has been arranged so that it will lower automatically with the opening of the vestibule door, and the opposite side has been arranged so that the vestibule door cannot be opened unless the step is first lowered.

Nothing has been done to improve the roof ventilation or to provide for increased door openings at the ends of the cars. These matters, however, have been taken care of in the new cars which have recently been added to the system.

Respectfully submitted,

(Sgd.) J. C. ROYCE.

Copy.

JAMES C. ROYCE, C.E., Toronto, Canada.

Toronto, Feb. 2nd, 1914.

The Ontario Railway and Municipal Board, Parliament Buildings, Toronto.

Re *Inspection of Civic Cars.*

GENTLEMEN,—I beg to acknowledge receipt of your letter of the 30th ult. in reference to the above matter.

I am of the opinion that the question of door openings and roof ventilators

in connection with these cars is not of sufficient importance, especially as there are only four cars involved, to make it necessary for your Board to require the city to alter them. I thought it advisable, however, to mention them in my report in order that the city would pay attention to these details when ordering cars in the future. I am of the opinion that these cars are reasonably satisfactory and are in condition for approval.

Mr. Power, the city engineer, informs me that he is not aware that any inconvenience has been caused on account of the width of the doors, but he will endeavour to arrange so they will slide open a shade further if this is practicable.

Yours faithfully,
(Sgd.) J. C. Royce.

Copy.

Tuesday, the Third Day of February, A.D., 1914.

Before:
D. M. McIntyre, Esq., K.C., *Chairman.*
A. B. Ingram, Esq., *Vice-Chairman,* and
H. N. Kittson, Esq., *Commissioner.*

In the matter of the application of the Corporation of the City of Toronto, under Section 256 of "The Ontario Railway Act," for approval of the design of Cars, Numbered 1, 2, 3, and 4, to be operated on the Gerrard Street Civic Railway on the "Pay-as-You-Enter" System.

Upon the application of the said Corporation, and the Board having appointed James C. Royce, Esquire, Engineer, to inspect and report upon the design of the said cars, and upon reading the several reports of the said Engineer, bearing date July 29th, 1913, January 26th, 1914, and February 2nd, 1914, filed with the Board.

The Board orders that the design of the four cars, numbered 1, 2, 3 and 4, operating on the Gerrard Street Civic Railway, be and the same is hereby approved under and in pursuance of the provisions of section 256 of "The Ontario Railway Act."

(Sgd.) D. M. McIntyre,
Chairman.

(*Seal.*)

Procedure File 1883.

Thursday, the Nineteenth day of March, A.D., 1914.

Before:
D. M. McIntyre, Esq., K.C., *Chairman.*
A. B. Ingram, Esq., *Vice-Chairman,* and
H. N. Kittson, Esq., *Commissioner.*

In the matter of the application of the Municipal Corporation of the Township of Tarbutt and Tarbutt Additional to fix a price to be offered to the Municipal Corporation of the Township of Laird to purchase that portion of the Telephone System, known as the Laird Municipal Telephone System, which is located within the corporate limits of the Township of Tarbutt and Tarbutt Additional

Whereas the Municipal Corporation of the Township of Tarbutt and Tarbutt Additional has established a telephone system under the provisions of Part II. of the Telephone Act, 2 Geo. V., cap. 38, and 3 Geo. V., cap. 40, and is desirous of extending the said system in such manner as would necessitate the erection of poles, cables or wires upon or along the highways, upon or along which are located the poles, cables or wires of the telephone system established by the Municipal Corporation of the Township of Laird.

And whereas the applicant has, in accordance with the provisions of subsection (10) of section 17 of "The Ontario Telephone Act," applied to the Board to fix a price to be offered by the applicant to the Municipal Corporation of the Township of Laird for that portion of the telephone system known as the "Laird Telephone System," which is located within the corporate limits of the Township of Tarbutt and Tarbutt Additional.

And whereas, pursuant to the provisions of section 9 of "The Ontario Railway and Municipal Board Act," A. B. Ingram, Esquire, Vice-Chairman of the Board, was authorized by the Board to report upon the said application, and the said A. B. Ingram, Esquire, did at a hearing at the Town Hall at MacLennan enquire into the said application and made a report thereupon to the Board.

Upon reading the report of A. B. Ingram, Esquire, the stenographer's notes of the evidence submitted at the hearing, and other material filed.

The Board orders that, in lieu of a cash offer for the purchase of that portion of the Laird Municipal Telephone System located within the corporate limits of the Township of Tarbutt and Tarbutt Additional, the applicant shall offer to pay to the Municipal Corporation of the Township of Laird each year an amount sufficient to pay all instalments on account of principal and interest for which the subscribers to the telephone system established by the Municipal Corporation of the Township of Laird, whose premises are located within the corporate limits of the Township of Tarbutt and Tarbutt Additional, may be liable to pay on account of principal and interest for their share of the cost of establishing the said telephone system by the Municipal Corporation of the Township of Laird.

That the applicant shall further offer to pay, in addition to the amount stated in the preceding paragraph, to the Municipal Corporation of the Township of Laird, an amount equal to that which may be due to the said Municipal Corporation of the Township of Laird by the aforesaid subscribers for their share of the cost of operation and maintenance, up to and including the date upon which the transfer of the aforesaid portion of the Laird Municipal Telephone System to the applicant shall be carried into effect.

And the Board further orders, in the event of the Municipal Corporation of the Township of Laird consenting to the sale of that portion of its telephone system already referred to upon the foregoing terms, that the Applicant and the said Municipal Corporation shall execute an agreement, satisfactory to this Board, embodying the terms provided in this Order.

And the Board further orders, in the event of the Municipal Corporation of the Township of Laird failing to consent to the sale of that portion of its telephone system already referred to, within thirty days from the date of this Order the applicant may, in accordance with subsection (11) of section 17 of "The Ontario Telephone Act," expropriate the aforesaid portion of the telephone system of the Municipal Corporation of the Township of Laird, making such compensation therefor as may be agreed upon, or in case of failure to agree, as may be determined by arbitration under the Municipal Act, or the applicant may proceed to

erect poles, cables or wires upon the highways situate within the Township of Tarbutt and Tarbutt Additional, upon or along which the poles and wires of the Municipal Corporation of the Township of Laird are erected.

And the Board makes no order for costs save and except that the applicant and respondent shall each pay $15.00 for the law stamps required for this Order.

(*Seal.*)

(Sgd.) D. M. McIntyre,
Chairman.

Procedure File 1991.

Application by the Township of Brighton, under "The Ontario Telephone Act," for approval of By-law providing for establishment of Telephone System.

Jan. 2nd. Approval granted.

Jan. 8th. Complaint filed by D. S. Austin, *re* Agreement for sale of portion of system and interchange of service.

Mar. 10th. Agreement with Murray Brighton Telephone Co. filed for approval.

Mar. 11th. Order.

April 3rd. Complaint from Municipality of Brighton, *re* Agreement with Mount Pleasant Telephone System.

May 26th. Hearing, pursuant to Appointment at Brighton. Judgment reserved pending settlement between parties.

Sept. 22nd. Order.

The Ontario Railway and Municipal Board.

Wednesday the Eleventh Day of March, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman,

A. B. Ingram, Esq.,
Vice-Chairman, and

H. N. Kittson, Esq.,
Commissioner.

Between:

The Municipal Corporation of the Township of Brighton,
Applicant,

—and—

D. S. Austin and A. C. Austin, trading as the Murray-Brighton Telephone company,
Respondents.

Whereas the Applicant has applied to the Board for an Order, requiring that the telephone system of the Applicant and Respondents, shall be connected in order that such systems or lines may be used jointly for the transmission of messages, in accordance with the provisions of section 33 of the Ontario Telephone Act, 2 Geo. V. Cap. 38;

And whereas the Board was pleased to instruct that Francis Dagger, Esquire, Telephone Expert of the Board, should meet the Applicant and Respondents for the purpose of arranging an agreement between the Applicant and Respondents, providing for an interchange of service over the lines of their respective systems;

And whereas the said Francis Dagger, Esquire, has met the Applicant and Respondents, and has reported to the Board that an agreement has been arranged between the Applicant and Respondents, and further that the said agreement provides for interchange of service between the Telephone Systems of the Applicant and Respondents.

The Board Orders that the said agreement, dated the seventh day of March, A.D. 1914, be and the same is hereby approved under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint rescind this Order and withdraw its approval of the above-mentioned agreement and require the same to be altered, amended, varied, or otherwise changed or modified as to the said Board may seem requisite and proper.

And the Board further orders and directs that the said agreement be and the same is hereby incorporated as a part of this Order, and that the Applicant and Respondents shall observe and fulfill the conditions provided for in the said agreement.

And the Board further orders and directs that the interchange of service, provided for in the said agreement, shall be established and be in operation within thirty days from the date hereof.

And the Board makes no order for costs, except that the Applicant and Respondents shall each pay $5.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,

Chairman of the Ontario Railway and Municipal Board.

(Seal.)

Tuesday, the Twenty-Second Day of September, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C.,

Chairman,

A. B. Ingram, Esq.,

Vice-Chairman, and

H. N. Kittson, Esq.,

Commissioner.

BETWEEN:

The Municipal Corporation of the Township of Brighton,

Applicant.

—and—

Robert B. Dawson and J. B. McKague, of Castleton, in the Province of Ontario, Trading as The Mount Pleasant Telephone Company,

Respondents.

Whereas the Applicant has applied to the Board for an Order requiring that the telephone systems of the Applicant and Respondents shall be connected in order that such systems or lines may be used jointly for the transmission of messages, in accordance with the provisions of Section 33 of "The Ontario Telephone Act," 2 Geo. V. Cap. 38;

And whereas the Board was pleased to instruct that Francis Dagger, Esquire, Telephone Expert of the Board, should meet the Applicant and Respondents for the purpose of arranging an agreement between the Applicant and Respondents, providing for an interchange of service over the lines of their respective systems;

And whereas the said Francis Dagger, Esquire, has met the Applicant and Respondents, and has reported to the Board that an agreement has been arranged between the Applicant and Respondents, and further that the said agreement provides for interchange of service between the telephone systems of the Applicant and Respondents.

The Board orders that the said agreement, dated the twenty-second day of August, A.D. 1914, be and the same is hereby approved under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint rescind this Order and withdraw its approval of the above-mentioned agreement and require the same to be altered, amended, varied or otherwise changed or modified as to the said Board may seem requisite and proper.

And the Board further orders and directs that the said agreement be and the same is hereby incorporated as a part of this Order, and that the Applicant and Respondents shall observe and fulfill the conditions provided for in the said agreement.

And the Board further orders and directs that the interchange of service, provided for in the said agreement, shall be established and be in operation within thirty days from the date hereof.

And the Board makes no order for costs, except that the Applicant and Respondents shall each pay $5.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McINTYRE.
Chairman.

PROCEDURE FILE 2024.

Wednesday, the Twelfth Day of November, A.D. 1913.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of an Application of the Corporation of the Township of Brooke, in the County of Lambton, by Petition under subsections 9 and 10 of section 460 of "The Municipal Act, 1913," for an Order relieving the Corporation of the Township of Brooke from its obligation to build a bridge over the Sydenham River where it crosses Twenty-four side road in the Eighth Concession of the Township of Brooke.

Upon reading the Petition of the Corporation of the Township of Brooke under the Seal of the said Corporation and the hands of the Reeve and Clerk thereof, filed,

And upon hearing the application at the sittings of the Board held at Alvinston on the 12th day of November, 1913, in the presence of Counsel for the Corporation of the Township of Brooke and for Archie M. McVicar in said Petition named and the other parties interested and the evidence adduced thereat and that was alleged at the hearing.

It is ordered that this Application be and the same is hereby dismissed.

And the Board makes no Order as to costs except that the Applicants shall pay $15.00 for Law Stamps on this Order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2032.

Wm. Robert Smyth and Wm. Robert Smyth, et al, Trustees,
Appellants,

—and—

The Township of York, et al,
Respondents.

Jan. 26th. Original Affidavit as to production of documents filed by Respondents.

June 5th. Argument 12-12.45 p.m., *re* Production.

Sept. 25th. Hearing adjourned "*sine die*" at request of Counsel.

Nov. 20th. Notice of Appeal filed against decision of Court of Revision, delivered 16th July, 1914.

Nov. 26th. Hearing. Judgment reserved.

Dec. 1st. Judgment, "*vive voce*" delivered dismissing appeal. $10.00 Law Stamps to be paid by Appellants.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tuesday the 1st December, 1914.

Before:

D. M. McINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

BETWEEN:

William Robert Smyth and William Robert Smyth, et al, Trustees,
Appellants,

—and—

The Township of York and Charles McDonald Assessor for the First District of The said Township,

Respondents.

Upon the application of the above named appellant by way of appeal from the judgment and decision of His Honour Judge Morgan delivered, on the 24th day of September, 1913, whereby he dismissed the appeal from the judgment and decision of the Court of Revision for the Township of York, delivered on the 29th July, 1913, which confirmed the assessment of the property known as the "Dutch Farm," being lots 14, 15, 16, 17, 18, 19 and 20, according to plan of lots number 6 in the second concession from the Bay in the said Township of York, upon hearing the evidence adduced on behalf of the Appellants and Respondents and upon hearing Counsel for the Appellants and Respondents,

1. This Board order that the said appeal be and the same is hereby dismissed.

2. And this Board further orders that the Appellants do pay a fee of $10.00 payable in Law Stamps upon this Order.

(Sgd.) D. M. McINTYRE,
Chairman.

PROCEDURE FILE 2059.

Monday, the Seventeenth Day of November, A.D. 1913.

Before:
D. M. McINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Corporation of the City of Hamilton, for an Order for the annexation to the City of Hamilton of that part of Lot Number Nine in the Third Concession of the Township of Barton, in the County of Wentworth, lying within the said Township.

Upon the application of the Corporation of the City of Hamilton, and upon reading the Petition herein, and the Resolution of the Council of the said Corporation, and upon hearing what was alleged by Counsel on behalf of the City Corporation and the said Township.

1. This Board doth order and proclaim that that portion of Lot Number Nine in the Third Concession of the Township of Barton, in the County of Wentworth, lying within the said Township, be and the same is hereby annexed to the City of Hamilton, the said annexation to take effect from the 1st day of January, 1914.

2. The said annexed territory shall form part of Ward 1 of the said City.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2063.

Friday, the Ninth Day of January, 1913.

Before:

D. M. McIntyre, Esq., K.C.,
Chairman,
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

Between:

The Temiskaming Telephone Company, Limited,
Applicants,

—and—

The Pioneer Rural Telephone Company, Limited,
Respondents.

Upon the application of the above named Applicant, and upon reading the Agreement between the Applicant and the Respondent, dated the Tenth day of December, A.D. 1913, and the maps and other material filed.

The Board orders that the said Agreement be, and the same is hereby approved, under and in pursuance of Section 34 of The Ontario Telephone Act, provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint rescind this Order, and withdraw its approval of the above mentioned Agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

And the Board further orders and directs (subject to the provisions of the preceding clause), that the said Agreement be, and the same is hereby incorporated as a part of this Order, and that the Applicant and Respondent shall observe and fulfil the conditions provided for in the said Agreement.

And the Board makes no order for costs, except that the Applicant and the Respondent shall each pay $2.50 for the Law Stamps required for this Order.

D. M. McINTYRE,
(Seal.) *Chairman.*

Wednesday, the Eleventh Day of February, A.D. 1914.

Before:

D. M. McINTYRE, Esq., K.C.,
Chairman,

A. B. INGRAM, Esq.,
Vice-Chairman, and

H. N. KITTSON, Esq.,
Commissioner.

BETWEEN:

The Pioneer Rural Telephone Company, Limited,
Applicant.

—and—

The Armstrong Independent Telephone Company,

—and—

The Earlton Mutual Telephone Company,
Respondents.

Whereas the Applicant has applied to the Board for an Order, requiring that the telephone systems of the Applicant and Respondents shall be connected in order that such systems or lines may be used jointly for the transmission of messages, in accordance with the provisions of Section 33 of The Ontario Telephone Act, 2 Geo. V. Cap. 38;

And whereas the Board was pleased to instruct that Francis Dagger, Esquire, Telephone Expert of the Board, should meet the Applicant and Respondents for the purpose of arranging an agreement between the Applicant and Respondents, providing for an interchange of service over the lines of their respective systems.

And whereas the said Francis Dagger, Esquire, has met the Applicant and Respondents, and has reported to the Board that an agreement has been arranged between the Applicant and Respondents and further that the said agreement provides for interchange of service between the Telephone Systems of the Applicant and Respondents.

The Board orders that the said agreement be and the same is hereby approved under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint rescind this Order and withdraw its approval of the above mentioned agreement and require the same to be altered, amended, varied, or otherwise changed or modified as to the said Board may seem requisite and proper.

And the Board further orders and directs that the said agreement be and the same is hereby incorporated as a part of this Order, and that the Applicant and Respondents shall observe and fulfill the conditions provided for in the said agreement.

And the Board further orders and directs that the interchange of service, provided for in the said agreement shall be established and be in operation within thirty days from the date thereof.

And the Board makes no order for costs, except that the Applicant shall pay $2.50 and the Respondents $1.25 each for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

MEMORANDUM OF AGREEMENT.

Pioneer Rural Telephone Company, Limited,

—and—

Armstrong Independent Telephone Company,

—and—

Earlton Mutual Telephone Company.

Agreed that interchange of service shall be carried out between the systems of each company without charge to the subscribers of the respective companies. Each company to provide the necessary switching facilities and pay the cost of operating. Connection to be made by means of the existing lines between Earlton and Thornloe. Conversations of subscribers to be limited to five minutes duration if the line is required by any other subscriber. This arrangement to be for one year and thereafter from year to year unless cancelled by any of the companies.

Witness:

F. Dagger.

(Sgd.) Herbert Bennett, Pres.,
Pioneer Rural Tel. Co., Ltd.

(Sgd.) James Field,
Armstrong Independent Tel Co.

(Sgd.) G. G. Smith, *Pres.*
Earlton Mutual Telephone Co.

December 11th, 1913.

Procedure File 2064.

Friday, the Thirtieth Day of January, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman,
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

BETWEEN:—

The Fenella Rural Telephone Company, Limited, of Fenella, Ontario,

—and—

Robert B. Dawson and J. B. McKague, trading as The Mount Pleasant Telephone Company, Castleton, Ontario,

Applicants,

—and—

The Alnwick Rural Telephone Company, Limited, of Roseneath, Ontario,

Respondents.

Whereas the applicants have applied to the Board for an Order, requiring that the telephone system of the applicants and respondent shall be connected in order that such systems or lines may be used jointly for the transmission of messages, in accordance with the provisions of section 33 of the Ontario Telephone Act, 2 Geo. V. Cap. 38;

And whereas the Board was pleased to instruct that Francis Dagger, Esquire, Telephone Expert of the Board, should meet the applicants and respondent for the purpose of arranging an agreement between the applicants and respondent, providing for an interchange of service over the lines of their respective systems;

And whereas the said Francis Dagger, Esquire, has met the applicants and respondent and has reported to the Board that an agreement has been arranged between the applicants and respondent, and further that the said agreement provides for interchange of service between the telephone systems of the applicants and respondent.

The Board orders that the said agreement be and the same is hereby approved under and in pursuance of section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint rescind this Order and withdraw its approval of the above mentioned agreement and require the same to be altered, amended, varied, or otherwise changed or modified as to the said Board may seem requisite and proper.

And the Board further orders and directs that the said agreement be and the same is hereby incorporated as a part of this Order, and that the applicants and respondent shall observe and fulfil the conditions provided for in the said agreement.

And the Board further orders and directs that the interchange of service, provided for in the said agreement, shall be established and be in operation within thirty days from the date hereof.

And the Board makes no order for costs, except that the applicants and respondent shall each pay $5.00 for the law stamps required for this order.

D. M. McINTYRE,
Chairman of the Ontario Railway and Municipal Board.

(Seal)

This agreement made in triplicate this Twentieth day of January, A.D. 1914.

BETWEEN:—

Robert B. Dawson and J. B. McKague, of Castleton, in the Province of Ontario, trading as The Mount Pleasant Telephone Company,

Party of the First Part.

—and—

The Fenella Rural Telephone Company, Limited, of Fenella, in the Province of Ontario,

Party of the Second Part,

—and—

The Alnwick Rural Telephone Company, Limited, of Roseneath, in the Province of Ontario,

Party of the Third Part.

Whereas the parties of the first and second part have made application to The Ontario Railway and Municipal Board for an Order prescribing the terms and conditions under which there shall be inter-communication between the subscribers of the telephone systems of the parties of the first, second and third parts respectively;

And whereas The Ontario Railway and Municipal Board did instruct its Telephone Adviser to confer with all the parties hereto for the purpose of arranging terms and conditions as aforesaid;

And whereas all the parties hereto, after conferring with the Telephone Adviser of The Ontario Railway and Municipal Board, have agreed upon the terms and conditions under which the aforesaid inter-communication shall be carried into effect:

Now, therefore, this agreement witnesseth as follows:

1. That the party of the first part shall install a switchboard in the village of Roseneath and connect thereon as a "through toll circuit" the existing connecting line between the central office of the party of the second part in the village of Fenella and the central office of the party of the third part in the township of Alnwick.

2. Except at such times as it may be required for connecting subscribers of the party of the first part with the subscribers of the parties of the second and third part and *vice versa*, the connecting line referred to in the preceding section shall be left continuously connected through the Roseneath office in such manner as will enable the operator of the party of the second part to call the operator of the party of the third part and *vice versa*, without the intervention of the operator of the party of the first part.

3. The charge for each conversation originating upon the system of the party of the first part and terminating upon the system of the party of either the second or third part shall be ten cents which amount shall accrue to the party upon whose system the conversation terminates.

4. The charge for each conversation originating upon the system of either the second or third part and terminating upon the system of the party of the

first part up to and including all subscribers whose lines terminate in the village of Warkworth shall be ten cents, which amount shall accrue to the party of the first part.

5. The charge for each conversation originating upon the system of the party of either the second or third part and terminating at points upon the system of the party of the first part not included in the provisions of the preceding clause shall be fifteen cents which amount shall accrue to the party of the first part.

6. The charge for each conversation originating upon the system of the party of the third part and terminating upon the system of the party of the second part shall be ten cents, which amount shall accrue to the party of the second part.

7. The charge for each conversation originating upon the system of the party of the third part routed through Fenella and terminating upon the system of the Haldimand Rural Telephone Company shall be five cents plus the charge of the Haldimand Rural Telephone Company and the aforesaid charge of five cents shall accrue to the party of the second part.

8. Each party hereto shall keep a correct record of the number of all conversations originating upon its telephone system and terminating upon the system of each of the other two parties hereto and of all charges payable under this agreement, and, on or before the fifteenth of each month, each party shall remit to each of the other two parties hereto the total amount of such charges which may be due or payable to such other parties under the provisions of this agreement.

9. The toll charges provided for under this agreement shall include payment to the local agent of the party of the first part at Roseneath of a switching charge of two cents per call, and each party hereto shall pay to such agent the aforesaid switching charge of two cents per call for each call terminating upon its system and switched at Roseneath from the subsribers upon the system of either of the other two parties, provided, however, that no switching charge shall be payable by the parties of the second and third part in respect of calls between the subscribers of their respective systems.

10. In the event of any line being required for the purpose of routing calls from other persons neither party hereto shall permit the use of such line for a longer period than five mniutes at one time.

11. This agreement shall be for a term of five years, and unless cancelled by any of the parties hereto giving to the other two parties three months' notice in writing prior to the expiration of such period, shall continue from year to year until cancelled by any of the parties hereto giving to the other two parties three months' notice in writing prior to the end of any year after the expiration of the aforesaid period of five years.

12. This agreement shall be subject to the approval of the Ontario Railway and Municipal Board, and shall have no force or effect until an Order approving this agreement has been issued.

13. All parties hereto agree to accept an Order of the Ontario Railway and Municipal Board made in accordance with the provisions of this agreement.

In witness whereof we attach our hands and seals this twentieth day of January, A.D. 1914.

In the presence of:
WITNESS:
MARIE DAWSON.

R. B. DAWSON,
J. B. MCKAGUE,
Trading as
The Mount Pleasant Telephone Company.

WITNESS:
CHARLIE FANNING.

The Fenella Rural Telephone Company Limited.
F. J. SLADE,
President.
M. DAVEY,
Secretary.

WITNESS:
CHAS. BROWN.

The Alnwick Rural Telephone Company, Limited.
CHARLES GRIGG,
President.
W. J. VARCOE,
Secretary.

PROCEDURE FILE 2065.

The Home Telephone Co. Ltd.,
Applicant,

—and—

The Uxbridge & Scott Telephone Co. Ltd.

(Contesting approval of Agreement between respondents and Bell Telephone Co.).

Feb.. 24. Hearing further adjourned to Mar. 6th, 11.30 a.m., at the Board's Chambers.
Mar. 6. Hearing.
Mar. 10. Board recommended to His Honour, the Lieutenant-Governor in Council that the sale of the Respondent's System to the Bell Telephone Company of Canada be not approved.

PROCEDURE FILE 2066.

Mount Albert Telephone Co. Ltd.,
Applicant,

—and—

The Uxbridge & Scott Telephone Co. Ltd.

(Contesting approval of Agreement between respondents and Bell Telephone Co.).

Feb.. 24. Hearing further adjourned to Mar. 6th, 11.30 a.m., at the Board's Chambers.
Mar. 6. Hearing.
Mar. 10. Board recommended to His Honour, the Lieutenant-Governor in Council that the sale of the Respondent's System to the Bell Telephone Company of Canada be not approved.

PROCEDURE FILE 2067.

Thomas A. Card, et al,

Applicant,

—and—

The Uxbridge & Scott Telephone Co. Ltd.

(Contesting approval of Agreement between respondents and Bell Telephone Co.).

Feb.. 24. Hearing further adjourned to Mar. 6th, 11.30 a.m., at the Board's Chambers.

Mar. 6. Hearing.

Mar. 10. Board recommended to His Honour, the Lieutenant-Governor in Council that the sale of the Respondent's System to the Bell Telephone Company of Canada be not approved.

PROCEDURE FILE 2068.

The York & Ontario Independent Telephone Union,

Applicant,

—and—

The Uxbridge & Scott Telephone Co. Ltd.

(Contesting approval of Agreement between respondents and Bell Telephone Co.).

Feb.. 24. Hearing further adjourned to Mar. 6th, 11.30 a.m., at the Board's Chambers.

Mar. 6. Hearing.

Mar. 10. Board recommended to His Honour, the Lieutenant-Governor in Council that the sale of the Respondent's System to the Bell Telephone Company of Canada be not approved.

To HIS HONOUR, THE LIEUTENANT-GOVERNOR IN COUNCIL,
Legislative Buildings, Toronto.

SIR,—The Ontario Railway and Municipal Board beg leave respectfully to report upon the petition of the Uxbridge and Scott Telephone Company, Limited, praying for the approval of Your Honour in Council of the sale of the telephone system of the said company to the Bell Telephone Company of Canada, and referred to this Board by Your Honour for enquiry and report.

This Board, after due notice by publication, held a sitting at the Town of Uxbrdige on Tuesday, the 18th day of November, 1913, at half-past ten o'clock in the forenoon, for the purpose of enquiring into the matters referred. After taking evidence, it was intimated to the Board that the members, or some of the members, of the York and Ontario Independent Telephone Union were desirous of purchasing the telephone system of the petitioners, and were willing to pay the price stipulated by the intended sale to the Bell Telephone Company, to which

approval is sought. Furthermore, it manifestly appeared to the Board that the interests, not only of the public, but of the group of telephone systems, some seven in number, associated together as the York and Ontario Independent Telephone Union, and extending over sixteen municipalities, with upwards of 3,000 subscribers, would be best served by promoting the sale to the members of the Union, or some or one of them rather than to the Bell Telephone Company. Taking this view, the Board adjourned the hearing and further consideration of the matter until Tuesday the 24th February ultimo. Adjourned hearings by the Board were held on the 24th day of February ultimo, the 6th and 10th days of March instant, of which all parties in interest had notice.

The Board now begs leave to submit to Your Honour the accompanying agreement of sale by the petitioners to the Home Telephone Company, Limited, of the physical assets of the first named company, for the sum of $10,250; the purchaser, the Home Telephone Company, Limited, being a member of the Ontario and York Telephone Union, and a company incorporated under the laws of the Province of Ontario.

The Board begs leave to advise Your Honour that the purchase money, $10,250, has been deposited with the Board by the purchaser.

The Board further begs leave respectfully to report and recommend:

That the proposed sale of the petitioners' telephone system to the Bell Telephone Company be not approved by Your Honour in said petition.

All which is respectfully submitted.

Dated at Toronto this 10th day of March, 1914.

(Sgd.) D. M. McIntyre,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson,
Commissioner.

Procedure File 2093.

Application by A. J. Ingram, Wm. S. Edgerly, Martin Boyd and Wesley Allan, Owners, under "The City and Suburbs Plans Act," for approval of Plan of subdivision of Lots 7 and 8, Reg. Plan 1496, in the Township of Scarborough, County of York.

Jan. 6. Notice of application, affidavit of service and consent of Township filed.

Jan. 19. Hearing—Plan approved, with amendments as directed by the Board (see stenographer's notes).

April 2. Plan amended as directed, produced and approved and certified.

Procedure File 2095.

The Corporation of the City of Hamilton,
Applicant,

—and—

The Hamilton Mountain Park Co.,
Respondent.

Re Operation of "Incline Railway."

Jan. 26. Hearing 5.30 to 6 p.m., of City's application to expedite conditions. Board directs its engineer to inspect and report from time to time. Fees of engineer to be paid by the company if found to be dilatory, otherwise by the city.

Jan. 31. Report of Board's engineer filed.

June 10. Final report of Board's engineer filed and copy forwarded to company with direction for compliance therewith.

Aug. 10. Order.

Monday, the Tenth Day of August, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman,

A. B. Ingram, Esq.,
Vice-Chairman, and

H. N. Kittson, Esq.,
Commissioner.

Between:—

The Corporation of the City of Hamilton,
Applicant,

—and—

The Hamilton Mountain Park Company,
Respondent.

Upon the application of the respondent for authority to open and use its incline railway in its usual mode of business, and upon reading the said application herein, and the affidavit of George F. Webb, and the several reports of the Board's engineer; and it appearing that the equipment and appliances of the respondent are reasonable and safe for the transportation of persons.

It is ordered that the respondent is authorized and directed to open and use its incline railway in its usual mode of business.

It is further ordered that the costs of the Board's engineer, amounting to the sum of $257.55 be paid forthwith by the parties hereto in the following proportions:

The applicant the sum of $74.18.

The respondent the sum of $183.37.

It is further ordered that there be no costs of the application, except that the respondent shall pay the sum of $10.00 being the fee payable on the issuing of this order.

(Sgd.) D. M. McIntyr,
Chairman.

(Seal)

PROCEDURE FILE 2099.

Friday, the Twentieth Day of March, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

BETWEEN:—

The Plum Hollow and Eloida Telephone Company,
Applicant,

—and—

The Mallorytown Independent Telephone Corporation,
Respondent.

(Application for an order requiring interchange of service.)

Upon the application of the applicant, and upon reading the memorandum of agreement, made the 9th day of December, A.D. 1913, by and between The Plum Hollow and Eloida Rural Telephone Company and The Mallorytown Independent Telephone Corporation, a certified copy of which agreement has been filed in the office of this Board.

The Board orders that the said agreement be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

And the Board makes no order as to costs, save and except that the applicant and respondent shall each pay $5.00 to cover the cost of the law stamps required for this order.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 2102.

Tuesday, the Third Day of February, A.D., 1914.

BEFORE:
D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the South Malahide Telephone Company, Limited, for authority to amend its charges for telephone service.

5 R.M.

Whereas the hearing in this matter was held, in accordance with Section 9 of "The Ontario Telephone Act," in the Town Hall, Aylmer, on the Twenty-eighth day of November, A.D., 1913, before A. B. Ingram, Esquire, Vice-Chairman of the Board, no one appearing to oppose the application;

And whereas the Board's Telephone Advisor was instructed to examine the books of the applicant and report to the Board,

Upon reading the memorandum of the hearing, certified copy of resolution passed at the annual meeting of the shareholders of the South Malahide Telephone Company, Limited, held in the Town Hall, Aylmer, on January 21st, A.D., 1914, the financial statements submitted, and other material on file,

The Board orders that the following tariff charges for telephone service be and the same are hereby approved:

To Stockholders:

Whose premises are connected with the system $6 00
per annum, subject to a rebate of $1.00 if paid before March 1st of the year for which such charge is made.

To Stockholders:

Whose premises are not connected with the system 1 00
per annum for the use without a toll charge of all public pay stations, and for the further privilege of using, with the subscribers consent, any telephone upon the system.

To Non-stockholders:

For Rural Party Line service, where

(*a*) The Company furnishes all the necessary equipment 10 00
per annum.

(*b*) Where subscriber purchases his own telephone and makes the necessary connection at his own cost 8 00
per annum.

(*c*) For local service in the Town of Aylmer 15 00
per annum with an additional charge of $2.00 per annum if a desk telephone is used in lieu of an ordinary wall telephone.

And the Board makes no order as to cost, except that the applicant shall pay $7.50 for the law stamp required for this order.

(Sgd.) D. M. McIntyre,

(Seal.)

Chairman.

Procedure File 2127.

In the Matter of

The application for annexation to the Town of Cobalt of part of the Township of Coleman, being composed of part of the land under the waters of Cobalt Lake and of part of the road allowance adjacent to the said Lake.

Before:

D. M. McIntyre, K.C., *Chairman.*
A. B. Ingram, Esquire, *Vice-Chairman.*
H. N. Kittson, Esquire, *Commissioner.*

Thursday, the 4th Day of December, A.D., 1913.

Upon hearing the application of the Municipal electors in that part of the Township of Coleman hereinafter described, and of the Cobalt Lake Mining Company, Limited, (hereinafter called the "Company") made this day, and upon reading the petition of the said applicants and the resolution of the Corporation of the Town of Cobalt, and upon hearing what was alleged by Counsel on behalf of the applicants, and Cobalt Lake Mining Company, Limited, and the said Town of Cobalt.

The Board orders and proclaims that the lands and premises in the Township of Coleman described as follows:—

All and singular that certain parcel or tract of land and premises situate, lying and being in the Township of Coleman, in the Province of Ontario, being composed of the land under the water of Cobalt Lake, together with half of a road allowance of sixty-six feet adjacent to the said Lake along the south-easterly shore thereof and excepting Mining Location "JB1," together with a portion of the right-of-way of the Temiskaming and Northern Ontario Railway as shown on plan of survey thereof by Ontario Land Surveyor Whitson, dated at Toronto, December 6th, 1906, of record in the Department of Lands, Forests and Mines, being more particularly described as follows:—Commencing at a point in the east boundary of "JB1," which point is fifty links south astronomically from the north-east angle of said location, and is also thirty-three feet in perpendicular width from the water's edge of Cobalt Lake; thence southerly and easterly and parallel to the water's edge of said lake to a post planted near the outlet channel of said lake; thence fifty links perpendicularly through said point to the water's edge; thence following the water's edge northerly to a point in the southerly limit of right-of-way of the Temiskaming and Northern Ontario Railway, which point is marked with an iron and cedar post; thence easterly and following said southerly limit to a point on the water's edge of Cobalt Lake shown as B on said plan; thence southerly and westerly and following the said water's edge to a point shown as A on said plan marked with an iron and cedar post, which point is seventy-five links in perpendicular width from the centre line of said railway; thence south-easterly and parallel to said centre line 10.71 chains more or less to a point in the northerly limit of Mining Location "JB1"; thence south 86 degrees and ten minutes east astronomically along said northerly limit 17.00 chains more or less to the north-east angle thereof; thence south astronomically 1.46 chains to the water's edge of Cobalt Lake; thence south astronomically along the easterly limit of aforesaid "JB1" fifty links more or less to the place of beginning.

Be and the same are hereby annexed to the Town of Cobalt, the said annexation to take effect on the 1st day of January, 1914, upon and subject to the following terms and conditions, viz.:—

1. That for a period of fifteen years from the said 1st day of January, 1914, the land so annexed and all buildings and improvements thereon and all buildings or improvements hereafter erected or placed thereon, and all the property real and personal of the applicants, including the Cobalt Lake Mining Co., Limited, now or hereafter situate within the said Town of Cobalt shall be from time to time assessed on the same basis and at no higher value than the said lands, buildings and property, real and personal, would have been assessed had the same remained in the Township of Coleman, and the rate of taxation to be levied by the said

Corporation of the Town of Cobalt on the said properties, real and personal, shall not be greater in any year than the Municipal rate levied in the same year by the Township of Coleman on similar properties in the Township of Coleman.

2. Save and except whatever legal liability the said properties of the applicants including those of the said company may be under by reason of the guarantee given by the Corporation of the Township of Coleman guaranteeing the debentures of the Corporation of the Town of Cobalt to the extent of $75,000.00, as provided by Chap. 73 of the Statutes of Ontario, 8 Edward VII., the properties of the applicants including those of said company shall be under no liability of any kind whatsoever for any municipal debentures heretofore issued by the Corporation of the Town of Cobalt for any purpose whatever.

3. The said Town of Cobalt shall within a reasonable time after the promulgation of this order extend a four inch cast iron water main to a hydrant to be placed at a central point amongst the present office buildings of the said company, and the applicants, including said company, may connect service pipes with the said water main, and thereupon and thereafter the said Town of Cobalt shall supply the applicants, including the said company, with water for domestic purposes at current rates.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2128.

Application by the Galt, Preston & Hespeler Railway Company, under subsection 3 of section 177 of "The Ontario Railway Act," for approval of Tariff No. 8, interswitching and absorption of switching charges on carload traffic.

Feb. 17th. Session at Ottawa of Joint Board. Matter referred to the Ontario Railway and Municipal Board.

March 31st. Special freight tariff covering charges for local switching at Galt filed for approval.

April 17th. Hearing, 2.30 to 4.30 p.m. Judgment reserved.

June 24th. Order.

Wednesday, the Twenty-fourth day of June, A.D., 1914.

Before:

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the application of The Galt, Preston & Hespeler Railway Company, Limited, operating the Preston & Berlin Railway, for approval of its special freight tariff covering charges for local switching at Galt, Ontario.

Upon the application of the said Company for approval of its special freight tariff, covering charges for local switching at Galt, Ontario, and upon hearing Counsel for the applicant and for the Grand Trunk Railway Company, and the representative of the Galt Board of Trade, and upon reading the said special freight tariff, copy of which is hereto annexed,

The Board orders that the first paragraph of the said tariff be and the same is hereby approved,

And the Board orders that paragraph 2 of the said tariff be and the same is hereby amended to read "1c. per 100 lbs., minimum $3.00, maximum $8.00 per car,"

And the Board orders that paragraph 3 of the said tariff be and the same is hereby approved.

And the Board makes no order as to costs, except that the said Company shall pay the sum of $20.00 for law stamps on this order.

(Sgd.) D. M. McIntyre,

(Seal.)

Chairman.

For switching carload traffic between sidings in Galt, north of Canadian Pacific Railway tracks, the charge for such services will be 1c. per 100 lbs., minimum $3.00, maximum $8.00 per car.

For switching carloads from or to sidings north of the Canadian Pacific Railway tracks to or from sidings south of the Canadian Pacific Railway tracks, the charge will be 2c. per 100 lbs., minimum $5.00 per car. This service restricted to the hours between 10 p.m. and 7 a.m.

The switching rates published herein cover one loaded movement only.

PROCEDURE FILE 2136.

Application by the Toronto Railway Company, for approval of new "Y" at Boustead Avenue and Dundas Street, Toronto.

Feb. 10th. Hearing continued 2.30 to 3.15 p.m. Application granted.

Mar. 2nd. Order settled in presence of Counsel for City and Company.

Mar. 5th. Order issued.

Tuesday, the Tenth Day of February, A.D. 1914.

Before:

D. M. McIntyre, Esq., K.C.,
Chairman,
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

BETWEEN:

The Toronto Railway Company,

Applicants,

—and—

The Corporation of the City of Toronto,

Respondents.

Upon the application of the above named Applicants for an Order directing the approval by the Respondents and their Engineer of Plans for certain track construction consisting of a "Y" at the corner of Roncesvalles Avenue and Boustead Avenue, in the City of Toronto, and upon hearing what was alleged by Counsel as well for the Respondents as for the Applicants.

1. This Board doth order that the amended plans filed by the Applicants and being plans for certain track construction consisting of a "Y" at the corner of Roncesvalles Avenue and Boustead Avenue, in the City of Toronto, be and the same are hereby approved.

2. This Board doth further order that the Applicants do pay the sum of $20.00 for Stamps on this Order and make no further Order as to costs.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2172.

Application by the Township of Maidstone, under "The Beaches and River Beds Act" (Chap. 64 of 2 Geo. V, (Ont.)), for leave to remove sand from the Lake Shore.

Jan. 29th. Hearing 10.30 a.m. to 7 p.m. Application dismissed.

Procedure File 2156.

Monday, the Twelfth Day of January, A.D. 1914.

Before:

D. M. McIntyre, Esq., K.C.,
Chairman,
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

Between:

Harvey E. Royds,

Appellant,

—and—

Samuel Wellington Ray,

Respondent.

In the matter of the Assessment of the east half of the north-east quarter of section fifty in the Township of McIntyre, in the District of Thunder Bay (now in the City of Port Arthur) less the portions sold to Amos Wright and The Riverside Cemetery Company, containing 45.77 acres, more or less, and in the matter of the appeal to this Board from the decision of the Judge of the District Court of the District of Thunder Bay, fixing the assessment of the said lands at $25,770.

Upon the application of the above named Appellant and upon reading the written consent of the parties hereto filed, agreeing to the assessment of the said lands in the manner hereinafter set out, and upon reading the other material filed on this Appeal,

It is ordered that the said lands be assessed for the year 1914 in the manner following:

31.51 acres, south of Oliver Road at $1,000 per acre	$31,500.00
14.26 acres, behind the cemetery at $85.00 per acre	1,212.00
Total Assessment agreed upon	$32,700.00

And it is further ordered that the Assessment Rolls of the City of Port Arthur be amended accordingly.

And it is further ordered that the Appeal to this Board from the District Judge above mentioned be and the same is hereby dismissed without costs except that the Appellant shall pay $5.00 for Law Stamps on this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2188.

Between:

Honourable Jas. K. Kerr, et al,

Applicants,

—and—

The Corporation of the City of Toronto,

Respondent.

Application under Section 7 of "The Local Improvement Act" against proposed widening of Poplar Plains Road as a Local Improvement.

Jan. 16th. Three copies filed of City's Reply to Application.

Feb. 5th. Hearing 2.30 to 6.30 p.m. Adjourned 'sine die' (see Reporter's Notes).

Procedure File 2190.

Application of W. H. Cooper, et al, for annexation to the City of Hamilton of part of the Townships of Barton, Ancaster and West Flamborough, known as the McKittrick property.

Jan. 2nd. Resolution of City Council and Petition filed.

Jan. 26th. Hearing 11 a.m. to 1 p.m., pursuant to Appointment. Annexation of the lands in the Townships of Barton and Ancaster decreed—no orders as to lands in Township of West Flamborough. County of Wentworth and all Municipalities, etc., interested to have notice of settling of Order.

Feb. 24th. Order settled.

Apl. 17. Order issued (in printed form).

Monday, the 26th day of January, 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, Esq.,
Vice-Chairman,
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application of W. H. Cooper and others for annexation to the City of Hamilton of parts of lots numbers nineteen, twenty and twenty-one, in the First and Second Concessions, and part of lot number twenty-one in the Third Concession of the Township of Barton, in the County of Wentworth, and part of lot number fifty-seven, in the First Concession of the Township of Ancaster, in said county, and commonly known as "The Gore of Ancaster," which said parcels are hereinafter more particularly described and known as "McKittrick Property."

Upon the application of the petitioners herein, and upon reading the petition of the said applicants and the resolution of the Council of the Corporation of the City of Hamilton, passed on the 9th day of December, 1913, and upon hearing what was alleged by counsel on behalf of the applicants, the Corporation of the City of Hamilton and the Corporation of the Township of Barton, and the Reeve of the Township of Ancaster.

This Board doth order and proclaim that those portions of the Townships of Barton and Ancaster, in the County of Wentworth, described as follows:

All and singular those portions of the Township of Barton and the Township of Ancaster, in the County of Wentworth, described as follows:

Firstly—All and singular that certain parcel or tract of land and premises situate, lying and being in the Township of Barton, in the County of Wentworth and Province of Ontario, and being composed of parts of lots numbers nineteen, twenty and twenty-one, in the first and second concessions, and part of lot number twenty-one in the third concession of the said township, and which said parcel may be more particularly described as follows: Commencing at the point where the northerly limit of the Hamilton and Ancaster Toll Road is intersected by the westerly limit of the side road between lots numbers twenty and twenty-one in the said township, now known as "Paradise Road"; thence northerly along the western limit of the said road to the water's edge of Coote's Paradise; thence southerly, easterly and northerly following the said water's edge in all its windings to the southerly limit of the Desjardins Canal; thence westerly following the southerly limit of the said canal to the point where the said limit is intersected by the westerly limit of the Township of Barton; thence southerly along the said township limit to the point where the said limit is intersected by the northerly limit of the Hamilton and Ancaster toll road; thence easterly along the northerly limit of the said toll road to the place of beginning.

The above described parcel of land, and land covered by water, being shown colored red on the plan hereunto annexed.

Secondly—All and singular that certain parcel or tract of land and premise situate, lying and being in the Township of Ancaster, in the County of Wentworth and Province of Ontario, and being composed of a part of lot number fifty-seven in the first concession of the said township and commonly known as "The Gore of Ancaster," and which may be more particularly described as follows:

Commencing at the point where the northerly limit of the Hamilton and Ancaster toll road is intersected by the limit between the Townships of Barton and Ancaster; thence westerly along the northerly limit of the said road to the point where the said limit is intersected by the easterly limit of the right-of-way lands of the Hamilton and Dundas Electric Railway; thence northerly along the easterly limit of the said right-of-way lands and the said limit produced to the point where the production of the said limit is intersected by the limit between the Townships of Ancaster and West Flamboro; thence easterly along the limit between the said Townships of Ancaster and West Flamboro to the northeasterly angle of the said Township of Ancaster; thence southerly along the limit between the Townships of Ancaster and Barton to the place of beginning.

The above described parcel of land, and land covered by water, being shown colored yellow on the plan hereunto annexed, be and the same is hereby annexed to the City of Hamilton, the said annexation to take effect upon and be subject to the following conditions, namely:

1. The same rate of taxation shall be levied against the said lands in the annexed territory for the year 1914 and thereafter, as shall be levied against the property within the old boundaries of the City as they existed prior to the 1st day of January, 1891.

2. The said lands shall not be assessed for the years 1914 to 1919 inclusive, for any greater amount than they were assessed at by the Township Assessors for the year 1913, except that where any portion of the lands hereby annexed shall be built upon, the Corporation of the City of Hamilton shall, from time to time during the said years 1914 to 1919 inclusive, assess the said lands built upon and the lands used in connection therewith or any of them in the same manner as property in the said old boundaries of the City.

3. In the portions so added to the City all water mains, hydrants, and the opening, widening, extending, grading, altering the grade of, diverting, macadamizing, paving and improving of streets and alleys, the construction, enlarging or extending sewers, construction of curbing and sidewalks, in, upon or along any street or alley, shall be constructed at the cost of the property owners, and the whole cost, without any reductions, paid for by them, and the City shall not be called upon to levy such cost against the said property, but all such works shall, when constructed, become the property of the City without compensation being made therefor, and the McKittrick Properties, Limited, shall expend at least $250,000 for local improvements in or upon highways within the annexed territory during the years 1914 to 1919 inclusive.

4. (*a*) Where houses have been erected upon any of the lands in said territory abutting upon any highway in which water mains have been laid by the property owners, the City Corporation shall install water service pipes from such water mains to the houses in the same manner as in the older portion of the City and subject to the by-laws of the City Council.

(*b*) Before any street is paved the property owners shall construct all necessary water mains, including hydrants and sewers.

(*c*) The City Corporation shall extend a water main, not less than 20 inches in diameter, westerly to some point on Paradise Road selected by the City Corporation.

(*d*) Where water mains have been laid by and at the expense of the property owners, the lands in the annexed territory abutting upon the highway in which such mains are laid, shall not for the said years 1914 to 1919 inclusive, be charge-

able with water rates except where supplied with water, and water rates shall then be charged subject to the by-laws of the City Council only against the particular parcels of land so supplied, and those parcels that may be built upon, and the land in connection therewith.

(*e*) The approval of the Committee on Works and the Council of the Corporation of the City of Hamilton shall be first obtained before any water main or pipe connections to be used for distributing water from the City Water Works is laid in the said territory, and no water shall be taken for other than domestic purposes except with permission first obtained from the said Committee on Works and said City Council.

5. A sewer shall be constructed by the petitioners, "McKittrick Properties Limited," from Paradise Road to the West End Sewage Disposal Works, and connected with the said Disposal Works. The size of said sewer and all works in connection therewith shall be subject to the approval of the City Engineer, and performed subject to his direction and to his satisfaction. Such sewer shall, upon completion, become the property of the City and the above named Company shall convey to the City free of cost any private property upon which such sewer is constructed, or transfer to the City any grant or easement acquired by the Company for the right-of-way of said sewer, and the City Corporation shall pay to the Company one-half of the cost of the construction of said sewer, and the City Corporation shall be entitled to assess the lands in the City and the territory to be annexed, other than the lands of the petitioners, "McKittrick Properties, Limited," benefited by such sewer, with such one-half cost to be paid by the City Corporation.

6. The "McKittrick Properties, Limited," shall acquire at its own expense all necessary lands required for the right-of-way for the highway and bridge and its approaches shown on the plan hereto annexed and signed by A. F. Macallum, City Engineer, dated the 25th day of November, 1913, and pay all damages (if any) for lands injuriously affected, except where the right-of-way runs through or over lands owned by the City and City streets, and shall convey such right-of-way to the City Corporation.

After the sale of the debentures to be issued for raising the money necessary for the purchase of the right-of-way and the construction of such highway, bridge and approaches, the City shall construct the said highway, bridge and approaches through or over such lands or streets according to the said plan, and shall pay 25 per centum of the cost of such right-of-way and construction, such 25 per centum not in any event to exceed the sum of $25,000.00, and the said Company shall pay the remainder of the cost of such right-of-way and construction, and the City shall be entitled to assess the following lands owned by the said Company as local improvements, for the total cost of such right-of-way and construction of said highway, bridge and approaches, without any reduction whatsoever, save the said 25 per centum of the cost of right-of-way and construction hereinbefore mentioned, which shall in no event exceed the sum of $25,000.00, namely:

All and singular that certain parcel or tract of land and premises situate, lying and being in the Townships of Barton and Ancaster, in the County of Wentworth, and Province of Ontario, and being composed of part of lot number twenty-one in the first, second and third concessions of the said Township of Barton, and a part of lot number fifty-seven in the first concession of the Township of Ancaster,

commonly called "The Gore of Ancaster," which said parcel or tract of land may be more particularly described as follows:

Commencing at the point where the northerly limit of the Hamilton and Ancaster Toll Road is intersected by the limit between the Townships of Barton and Ancaster; thence south eighty-two degrees and eleven minutes west (S. 82° 11′ W.) along the northerly limit of the said road two hundred and twenty feet (220′) to a stone monument; thence north eighteen degrees and fifty-six minutes east (N. 18° 56′ E.) nineteen hundred and sixty feet and two inches (1960′ 2″) along a fence to a point situate on the westerly production of the southerly limit of the concession road between Concessions Two and Three, in the Township of Barton; thence south seventy-three degrees and fifteen minutes east (S. 73° 15′ E.) along the said production eighty-nine feet and six inches (89′ 6″); thence north eighteen degrees and fifty-six minutes east (N. 18° 56′ E.) parallel with the limit between the Townships of Barton and Ancaster, and distant westerly therefrom one hundred feet (100′) at right angles, thirteen hundred and seventy-five feet and eight inches (1375′ 8″); thence north seventy-one degrees and fourteen minutes west (N. 71° 14′ W.) sixty-six feet (66′) to the easterly limit of a brick yard; thence north eighteen degrees and fifty-six minutes east (N. 18° 56′ E.) along the easterly limit of the said brick yard fifty-four feet and two inches (54′ 2″) to the north easterly angle of the said brick yard; thence north seventy-one degrees and two minutes west (N. 71° 2′ W.) along the northerly limit of the said brick yard four hundred and forty-five feet (445′) to the northwesterly angle thereof; thence south eighteen degrees and fifty-four minutes west (S. 18° 54′ W.) along the westerly limit of the said brick yard fourteen hundred and ninety-three feet and eight inches (1493′ 8″) to the southwesterly angle of the said brick yard; thence north seventy-two degrees and twenty-seven minutes west (N. 72° 27′ W.) one hundred and eighty feet (180′) more or less to the easterly limit of a subdivision known as "Hamilton Gardens"; thence south nineteen degrees and three minutes west (S. 19° 3′ W.) along the easterly limit of the said subdivision twenty-two hundred feet (2200′) more or less to a stone monument planted in the northerly limit of the Hamilton and Ancaster Toll Road; thence south eighty-one degrees and forty-one minutes west (S. 81° 41′ W.) along the northerly limit of the said road four hundred and sixty-two feet and one inch (462′ 1″) to a stone monument planted at the southwesterly angle of the said subdivision; thence north nineteen degrees and four minutes east (N. 19° 4′ E.) along the westerly limit of the said subdivision five hundred feet (500′) to an iron bar planted at the northeasterly angle of the said lands of one Cochran; thence north seventy degrees and fifty-six minutes west (N. 70° 56′ W.) along the northerly limit of the lands of the said Cochran two hundred and twenty feet (220′) to an iron bar planted at the northwesterly angle thereof; thence south nineteen degrees and four minutes west (S. 19° 4′ W.) along the westerly limit of the lands of the said Cochran six hundred and eleven feet and ten inches (611′ 10″) to an iron bar planted in the northerly limit of the Hamilton and Ancaster Toll Road; thence westerly following the northerly limit of the said road twenty-one hundred and seventy feet (2170′) more or less to a post planted in the easterly limit of a fifty-foot right-of-way leading northerly from the said toll road; thence north one degree west (N. 1° W.) along the easterly limit of the said right-of-way sixteen hundred and sixty-three feet and eight inches (1663′ 8″) to a jog in the said limit; thence south eighty-seven degrees and forty-seven minutes west (S. 87° 47′ W.) along a fence nine hundred and and eighty-five feet (985′) to the easterly limit of the right-of-way lands of the

Hamilton and Dundas Electric Railway; thence north five degrees and thirty-four minutes west (N. 5° 34′ W.) along the easterly limit of the said right-of-way lands and the said limit produced sixteen hundred feet (1600′) more or less to the water's edge of Coote's Paradise; thence easterly following the water's edge of Coote's Paradise in all its windings to the point where the said water's edge is intersected by the westerly limit of the side road between lots twenty and twenty-one in the Township of Barton, commonly known as "Paradise Road"; thence south eighteen degrees west (S. 18° W.) along the westerly limit of the said Paradise Road three thousand nine hundred and ninety-four feet (3994′) more or less to the northerly limit of the concession road between Concessions Two and Three, in the said Township of Barton; thence north seventy-two degrees and fifty minutes west (N. 72° 50′ W.) along the northerly limit of said Concession road eight hundred and thirty-one feet and five inches (831′ 5″) to the easterly limit of a brick yard; thence north eighteen degrees and twenty-three minutes east (N. 18° 23′ E.) along the easterly limit of the said brick yard eight hundred and sixty-six feet and two inches (866′ 2″) to a jog in the said limit; thence south seventy-one degrees and thirty-seven minutes east (S. 71° 37′ E.) along the said jog twenty feet (20′); thence north nineteen degrees and thirteen minutes east (N. 19° 13′ E.) still following the easterly limit of the said brick yard seven hundred and eighty-eight feet and ten inches (788′ 10″) to the northeasterly angle of the said brick yard: thence north seventy-one degrees and forty-three minutes west (N. 71° 43′ W.) along the northerly limit of the said brick yard five hundred and thirty-four feet (534′) to the northwesterly angle thereof; thence south eighteen degrees and forty-three minutes west (S. 18° 43′ W.) along the limit between the Townships of Barton and Ancaster, one thousand seven hundred and fifteen feet (1715′) more or less to a stone monument marking the southerly limit of the said road allowance between Concessions Two and Three, in the said Township of Barton; thence south seventy-three degrees and fifteen minutes east (S. 73° 15′ E.) along the southerly limit of said road allowance between Concessions Two and Three four hundred and four feet and five inches (404′ 5″) to the northwesterly angle of the lands of the Hand Fireworks Company, thence south eighteen degrees and fifty minutes west (S. 18° 50′ W.) along the westerly limit of the lands of the Hand Fireworks Company one thousand six hundred and fifty-nine feet (1659′) to the northerly limit of the Hamilton and Ancaster Toll Road; thence south seventy-nine degrees and forty-two minutes west (S. 79° 42′ W.) along the northerly limit of the said road four hundred and fifty-nine feet and four inches (459′ 4″) to the place of beginning.

Saving and excepting a parcel of land in the Gore of Ancaster described as follows:

Commencing at a stone monument planted in the westerly limit of the subdivision known as "Hamilton Gardens" and distant northerly along the westerly limit of the said subdivision eighteen hundred and seventeen feet (1817′) from the northerly limit of the Hamilton and Ancaster Toll Road; thence north nineteen degrees and four minutes east (N. 19° 4′ E.) along the westerly limit of the said subdivision two hundred and twenty-nine feet and two inches (229′ 2″) to a stake planted at an angle in the westerly limit of the said subdivision: thence north seventy-two degrees and thirteen minutes west (N. 72° 13′ W.), still following the limit of the said subdivision, five hundred and sixty-nine feet and three inches (569′ 3″) to an iron bar planted at an angle in the westerly limit of the said subdivision: thence south nineteen degrees and six minutes west (S. 19° 6′ W.) two hundred and twenty-nine feet and two inches (229′ 2″) to a stone monument:

thence south seventy-two degrees and thirteen minutes east (S. 72° 13′ E.) five hundred and sixty-nine feet and four inches (569′ 4″) to the place of beginning; saving and excepting also all that land included in the above description adjacent to Coote's Paradise not lying within the limits of the Townships of Barton or Ancaster.

The above described parcel of land being more fully shown enclosed in yellow on the plan hereunto annexed, and containing by admeasurement five hundred and ninety-six (596) acres more or less, which said area is exclusive of the exception above described.

7. The location, size, material and manner of construction of all sewers, water mains and pipes shall be first approved by the City Engineer, and a permit granted before the same are laid, and all works in, through, or upon the highways in said annexed territory, shall be first approved by the City Engineer before permission is granted to perform such works, and the same shall be constructed under his discretion and to his satisfaction, but the Company shall not be called upon to construct any water main or sewer of greater size than would be required for the purposes of the territory annexed, together with the new cemetery property. Before any such permit shall be granted the person applying for such permit shall agree to restore the portion of the highway interfered with and keep same in repair for a period of six months from the time the street was restored.

8. The said annexed territory shall form part of Ward Four of the said City.

9. The assessment of the said territory for the year 1914 may be taken at any time prior to the 1st day of August, 1914.

10. The taxes and rates imposed for the year 1913 or any previous year upon any of the lands included in the territory hereby annexed, together with income, business and dog taxes of residents of said territory, shall if not heretofore paid, be collected by the respective Townships, and all right to collect the same, including distress for non-payment, or, if necessary, the sale of the said lands or any of them, shall remain in the said respective Townships as though this order had not been made.

11. If the City of Hamilton and the Townships of Barton and Ancaster are unable to agree as to the adjustment of the assets and liabilities the same shall be adjusted pursuant to section 38 of the Municipal Act, 1913.

12. And the Board makes no order as to costs except that the Corporation of the City of Hamilton shall pay the sum of $10.00 for law stamp on this order.

13. This order shall come into force and effect from and after the 1st day of January, 1914.

(Sgd.) D. M. McIntyre,

(Seal.)

Procedure File 2191.

Application by Jno. W. Gathercole, et al, for annexation to the City of Hamilton of part of the Township of Barton.

Jan. 2nd. Resolution of City Council and Petition filed.

Jan. 26th. Hearing, 2.30 p.m. to 5.30 p.m., pursuant to appointment. Terms to be arranged with Jockey Club and vote taken. Hearing adjourned to 16th February, 1914, at 2.30 p.m., at the Board's Chambers.

Feb. 16th. Hearing continued, 2.30 to 4.15 p.m. Board directs vote to be taken. (See stenographer's notes.)

PROCEDURE FILE 2193.

Application by The Beeton Telephone Company, Ltd., under section 31 of "The Ontario Telephone Act," for approval of its increased tariff charges.

Jan. 2nd. Application filed.

Jan. 9th. Appointment for hearing, Feb. 2nd, 2 p.m., Town Hall, Alvinston.

Feb. 2nd. Hearing. Application dismissed.

Feb. 4th. Order.

Wednesday, the Fourth Day of February, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application of The Beeton Telephone Company, Limited, for authority to establish a uniform charge of Fifteen Dollars per annum for continuous night and day service to its subscribers whose lines terminate at Alliston, and to cancel its present annual charge to said subscribers of Twelve Dollars per annum for day service only.

Upon the application of the above-named Company for an order giving authority to establish a uniform charge of Fifteen Dollars per annum for continuous night and day service to its subscribers whose lines terminate at Alliston, and to cancel its present annual charge to said subscribers of Twelve Dollars per annum for day service only.

Upon reading the report of A. B. Ingram, Esquire, Vice-Chairman of the Board, of a hearing held in accordance with Section 9 of "The Ontario Railway and Municipal Board Act," in the Town Hall, Alliston, on the Second day of February, 1914, and other material on file,

The Board orders that the application of the above-named applicant for leave to establish a uniform charge of Fifteen Dollars per annum for continuous night and day service to its subscribers whose lines terminate at Alliston, and to cancel its present annual charge to said subscribers of Twelve Dollars per annum for day service only, be and the same is hereby dismissed.

And the Board makes no order as to costs, save and except that the applicant shall pay $10.00 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2198.

Tuesday, the Twenty-ninth Day of September, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Municipal Corporation of the Town of Dryden under Section 17 (9) of "The Ontario Telephone Act," for the approval of the said Corporation's By-law No. 84. and Plans and Specifications providng for the establishment of a telephone system.

Upon the application of the above named Corporation, and upon reading certified copy of the said By-law and other material filed,

The Board orders that the said By-law No. 84, of the Municipal Corporation of the Town of Dryden providing for the establishment of a telephone system in accordance with the provisions of Part II of "The Ontario Telephone Act" (Rev. Stat. of Ontario, c. 188) be and the same is hereby approved.

The Board makes no order for costs save and except that the applicant shall pay $5.00 for the law stamps required for this order.

A. B. INGRAM,

Vice-Chairman.

PROCEDURE FILE 2210.

Friday, the Ninth Day of January, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

BETWEEN:

THE BELMONT TELEPHONE CO-OPERATIVE ASSOCIATION, Limited, Applicants,

—and—

THE HARRIETSVILLE TELEPHONE ASSOCIATION, Limited, Respondents.

Upon the application of the above named applicant, and upon reading the agreement between the applicant and the respondent, dated the Fifteenth Day of November, A.D., 1913, and the maps and other material filed,

The Board orders that the said agreement be, and the same is hereby approved, under and in pursuance of Section 34 of The Ontario Telephone Act, provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order, and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied, or otherwise changed or modified, as to the said Board may seem requisite or proper.

And the Board further orders and directs (subject to the provisions of the preceding clause), that the said Agreement be and the same is hereby incorporated as a part of this order, and that the applicant and respondent shall observe and fulfill the conditions provided for in the said agreement,

And the Board makes no order for costs, except that the applicant and the respondent shall each pay $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntrye,

Chairman.

Memorandum of Agreement made and entered into the Fifteenth day of November, 1913, A.D.

By and Between:

The Harrietsville Telephone Association, Limited, of Harrietsville, in the Township of North Dorchester, County of Middlesex, Province of Ontario,

hereinafter called the "Applicant" of the first part, and

The Belmont Telephone Co-operative Association, Limited, of Belmont, in the County of Middlesex, Province of Ontario,

hereinafter called the "Association" of the second part.

Whereas it will greatly strengthen and increase the usefulness of the telephone systems of the said organizations, and be to the mutual advantage of the members and subscribers of both to have the centrals of the two systems connected by a Toll line.

Now therefore this witnesseth that in consideration of the premises, and of the monetary considerations hereinafter mentioned, the said parties hereto do hereby mutually covenant, promise and agree, the one with the other in manner and form following, that is to say:

1. That the said "Applicant" shall, forthwith, erect a metallic Trunk line from their Central at Harrietsville, on their own poles to sw., part Lot 19, Concession 5, North Dorchester, via way of highway between Concessions 5 and 6, North Dorchester, and the "Association" is forthwith to erect a metallic Trunk line from their Central at Belmont, on their own poles to sw., part Lot 19, Concession 5, North Dorchester, via way of the highway between Concessions 5 and 6, North Dorchester, where the said Trunk lines shall be joined so far as to form one continuous line from the Central at Harrietsville to the Central in Belmont.

Each party to assume the responsibility and upkeep of the Trunk line wires stretched on their respective poles.

2. That all members and subscribers and the general public shall be charged a Toll Rate over the Toll Line of Five Cents per message of five minutes' duration, either way. Said Toll to be equally divided between the said "Applicant" and "Association."

Where the message passes over the lines of three or more telephone systems, having working agreements, the charge per message shall be five cents for each system used. Each system thus handling the message will receive five cents as its share of message charge. Should the Bell Telephone Co. accept Long Distance messages from either the "Applicant" or "Association," their Long Distance Rates shall be added to the above mentioned charge.

3. It is further mutually agreed: That a subscriber of one of the above telephone systems can talk with a subscriber of the other telephone system at an annual TOLL FEE of THREE DOLLARS, payable in advance, from each of the two subscribers. Said fee to be equally divided between the two aforesaid Telephone Companies. Furthermore, this Annual Toll Fee shall not entitle the above two subscribers to any talking privileges with any other TOLL paying subscriber, except as provided in Clause 2.

4. That the telephone systems of the said applicant and association, wherever mentioned in this agreement, shall be taken and construed so as to mean and apply not only to the present telephone lines, instruments, appliances, devices or apparatus of the said applicant or association, but shall also include all such lines, additions, and branches as may hereafter, during the continuance of this agreement be constructed or acquired by either of said organizations, and to all such telephone instruments, appliances, devices or apparatus as may hereafter during said agreement be installed by either the said applicant or association.

5. That the applicant and the association shall adjust all joint traffic every THREE MONTHS, and in case of dispute the matter shall be laid before a committee of two, one appointed by the applicant, and one by the association, and said findings of the committee shall be final and binding and conclusive on all parties.

6. That both the said applicant and Association, while this agreement has effect shall keep their telephone lines, instruments and systems generally in a proper condition of repair and efficiency.

7. This agreement shall continue in force and have effect for THREE YEARS, but may be sooner annulled or terminated by either party hereto giving the other of them at least SIXTY DAYS written notice requiring such annulment and termination of the same.

8. After the expiration of the original term, the continued joint use of said TOLL LINE shall work a renewal of this agreement for half-yearly terms of six months each, and thereafter this agreement may be terminated upon six months' written notice by either party at the end of any half-year.

9. This agreement is subject to the approval of the Ontario Railway and Municipal Board. The terms and conditions of this agreement shall not be changed until the proposed changes have received the approval of the above Board.

In witness whereof the President and Secretary of the said "Applicant" and the President and Secretary of the said "Association," have hereunto set their hands and seals.

THE HARRIETSVILLE TELEPHONE ASSOCIATION, Limited.

President. (Sgd.) W. Doan.
Secretary. (Sgd.) C. B. Adams.

THE BELMONT TELEPHONE CO-OPERATIVE ASSOCIATION.

President. (Sgd.) John Brodie.
Secretary, (Sgd.) A. W. Venning.

PROCEDURE FILE 2211.

Tuesday, the Third Day of February, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Belmont Telephone Co-operative Association, Limited, for an order restraining M. L. Pettit from installing certain switching apparatus in connection with the telephone system of the applicant.

Upon reading the report of A. B. Ingram, Esq., Vice-Chairman of the Board, who heard the evidence in this matter, Clause 8 of the By-laws of Belmont Telephone Co-operative Association, Limited, and other material filed.

The Board orders that the respondent, the said M. L. Pettit, shall not, without the written consent of the applicant, make or continue the connections and attachments at the subscribers' stations of the applicant's telephone system for the purpose of transmitting conversations over the lines of the South Malahide Telephone Company, Limited, by means of the telephone which forms a part of the telephone system of the said applicant, The Belmont Telephone Co-operative Association, Limited.

And the Board makes no order as to costs except that the applicant shall pay $7.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

The Belmont Telephone Co-operative Association, Limited,

Applicant,

—and—

M. L. Pettit,

Respondent.

In the matter of the application for an order restraining the respondent from installing certain switching apparatus in connection with the telephone system of the applicant.

Memorandum of hearing held in accordance with Section 9 of "The Ontario Railway and Municipal Board Act" in the Town Hall, Aylmer, on the twenty-eighth day of November, A.D. 1913.

PRESENT:

A. B. Ingram, Esq., Vice-Chairman, Ontario Railway and Municipal Board.

Francis Dagger, Esq., Telephone Expert, Ontario Railway and Municipal Board.

J. M. McEvoy, Esq., Counsel for the applicant.

W. H. Barnum, Esq., Counsel for M. L. Pettit.

WITNESS:

Lorne Pettit.

Upon hearing the evidence and argument of counsel for the applicant and respondent, and upon reading Section 8 of the by-laws of the applicant.

It is recommended that the order applied for be issued, it being clearly established that the action of the respondent is a breach of Clause 8 of the said by-law.

(Sgd.) A. B. INGRAM,

Vice-Chairman.

Dated this 29th day of January, A.D. 1914.

PROCEDURE FILE 2224.

Wednesday, the Twenty-eighth Day of January, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman, and*
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Corporation of the Town of Sudbury, under Section 295 of "The Municipal Act, 1913," for validation of its By-law No. 348, and the debentures thereunder ($8,606.00 for extension of Power House Pumping Station).

Upon the application of the said Corporation, and upon reading the affidavit of William J. Ross, Clerk, of the said town, the certified copy of the said by-law, the certified copy of the certificate of approval of the Provincial Board of Health, and the other material filed.

The Board orders that the said by-law No. 348, intituled "By-law Number 348. A by-law to provide for borrowing $8,606.00 upon debentures to pay for extending the present power house pumping station in the Town of Sudbury," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act, 1913."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act, 1913," that a certificate be granted approving the said by-law of the Corporation of the Town of Sudbury, and declaring the same valid and binding, and that its validity is not open to question in any court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 2225.

Wednesday, the Twenty-eighth Day of January, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application of the Corporation of the Town of Sudbury, under Section 295 of "The Municipal Act, 1913," for validation of its By-law No. 350 (1913) and the debentures thereunder ($22,737.00 for completion of Fire Hall).

Upon the application of the said Corporation, and upon reading the affidavit of William J. Ross, Clerk, of the said town, the certified copy of the said by-law, and the other material filed.

The Board orders that the said By-law No. 350 (1913) intituled "By-law Number 350. A by-law to provide for borrowing $22,737.00 upon debentures to pay for completing the fire hall in the Town of Sudbury," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act, 1913."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act, 1913," that a certificate be granted approving the said by-law of the Corporation of the Town of Sudbury, and declaring the same valid and binding, and that its validity is not open to question in any court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 2226.

Wednesday, the Twenty-eighth Day of January, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application of the Corporation of the Town of Sudbury, under Section 295 of "The Municipal Act, 1913," for validation of its By-law No. 352, and the debentures thereunder ($10,000.00 for extension of sewerage system).

Upon the application of the said Corporation, and upon reading the affidavit of William J. Ross, Clerk, of the said town, the certified copy of the said by-law, the certified copy of the certificate of approval of the Provincial Board of Health, and the other material filed.

The Board orders that the said By-law No. 352, intituled "By-law Number 352. A by-law to provide for borrowing $10,000.00 upon debentures to pay for the extension of the existing sewerage system in the Town of Sudbury," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act, 1913."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act, 1913," that a certificate be granted approving the said by-law of the corporation of the Town of Sudbury, and declaring the same valid and binding, and that its validity is not open to question in any court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McIntyre.

(Seal)

Chairman.

Procedure File 2227.

Wednesday, the Twenty-eighth Day of January, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C., *Chairman.*
A. B. Ingram, Esq., *Vice-Chairman, and*
H. N. Kittson, Esq., *Commissioner.*

In the matter of the application of the Corporation of the Town of Sudbury, under Section 295 of "The Municipal Act, 1913," for validation of its By-law No. 354, and the debentures thereunder ($9,844.48 for extension of electric light system).

Upon the application of the said Corporation, and upon reading the affidavit of William J. Ross, Clerk, of the said Town, the certified copy of the said by-law, and the other material filed.

The Board orders that the said By-law No. 354, intituled "By-law Number 354. A by-law to provide for borrowing $9,844.48 upon debentures to pay for the extension of the existing electric light system in the Town of Sudbury," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act, 1913."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act, 1913," that a certificate be granted approving the said by-law of the corporation of the Town of Sudbury, and declaring the same valid and binding, and that its validity is not open to question in any court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McIntyre.

(Seal)

Chairman.

PROCEDURE FILE 2228.

Wednesday, the Twenty-eighth Day of January, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman, and*
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Corporation of the Town of Sudbury, under Section 295 of "The Municipal Act, 1913," for validation of its By-law No. 356, and the debentures thereunder ($14,950.00 for completion of trunk sewer).

Upon the application of the said Corporation, and upon reading the affidavit of William J. Ross, Clerk, of the said town, the certified copy of the said by-law, the certified copy of the certificate of approval of the Provincial Board of Health, and the other material filed.

The Board orders that the said By-law No. 356, intituled "By-law Number 356. A by-law to provide for borrowing $14,950.00 upon debentures to pay for completing the trunk sewer in the Town of Sudbury," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act, 1913."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act, 1913," that a certificate be granted approving the said by-law of the corporation of the Town of Sudbury, and declaring the same valid and binding, and that its validity is not open to question in any court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 2229.

Wednesday, the Twenty-eighth Day of January, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman, and*
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Corporation of the Town of Sudbury, under Section 295 of "The Municipal Act, 1913," for validation of its By-law No. 360, and the debentures thereunder ($3,235.00 to pay for a road roller for the town).

Upon the application of the said Corporation, and upon reading the affidavit of William J. Ross, Clerk, of the said town, the certified copy of the said by-law, and the other material filed.

The Board orders that the said By-law No. 360, intituled "By-law Number 360. A by-law to provide for borrowing $3,235.00 upon debentures to pay for a road roller for the Town of Sudbury," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act, 1913."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act, 1913," that a certificate be granted approving the said by-law of the corporation of the Town of Sudbury, and declaring the same valid and binding, and that its validity is not open to question in any court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Procedure File 2239.

Between:

Samuel Plunkett,

Applicant,

—and—

The Toronto Suburban Railway Co.,

Respondent.

Re Farm Crossings.

Jan. 27th. Application filed.

Feb. 3rd. Appointment for hearing 18th inst., 2.30 p.m., at the Board's Chambers.

Feb. 20th. Hearing pursuant to appointment and adjournment, 2.30 to 3.10 p.m. Board directs its engineer to inspect and report as to temporary arrangements to be made forthwith by the Company. Permanent arrangements to be made later. Engineer's fees to be paid by Company. Hearing adjourned "sine die."

March 5th. Engineer's report filed and copy despatched to company.

314, St. James Chambers, Adelaide Street, East.
March 4th, 1914.

The Chairman of The Ontario and Municipal Board, Toronto.

Sir,—In compliance with your instructions, I went yesterday, accompanied by Mr. Wilkie, Chief Engineer of the Toronto Suburban Railway, and examined that section of the Company's Woodbridge line which passes through Samuel Plunkett's farm in the Township of Vaughan, County of York. The line runs along the north bank of the Humber River all through this farm, and under the C. P. R. bridge over the river, and is close to the edge of the bank in most places. So far the company have put in two cattle passes which Mr. Plunkett claims are of no

use to him, and have built a plank crossing on the road to his house, but he wants three others put in, one to his gravel pit, which is close to the north side of the track to enable him to get his gravel out, and two more, one on each side of the C. P. R. embankment and bridge over the river, to enable him to reach the two portions of his farm cut off by that railway. Before the suburban line was built he had a road under this bridge, but this has been removed, and there is at present no means of communication. There are three ways possible of doing this, either to make the two crossings over the Suburban line, one on each side of the bridge and a road on the river side of the track between them by filling in about 10 feet more in width, or after filling in, to throw the track further over to the river, say 10 feet, and put the road inside, between the C. P. R. bridge pier and the Suburban track, or to fill in and make a road behind the pier at the toe of the C. P. R. bank, for which of course that company would have to be consulted. If it were my case, I think I should prefer the second proposition, as it would not interfere with the C. P. R. and would also avoid two crossings. As to the other crossings I believe the company would put these in later on, when the weather permits, and the contractor starts work again, as at present it is not possible to do any work. However, in order to relieve the temporary situation regarding the two parts of the farm cut off by the C. P. R., Mr. Wilkie gave orders in my presence to his own men to at once throw the track over towards the river 8 feet to enable Plunkett to get under the bridge, thus using the railway fill as a roadway till work could again be begun, and to report to him when they had done this. Plunkett seems satisfied with this temporary arrangement, and from all I can see Mr. Wilkie appears anxious to do all he can within reason. I also understand he will fix up certain drains that Plunkett complains are not taking off the water properly as soon as the weather will allow of its being done. The whole matter is one that I think can be easily adjusted if the demands are within reason, but it can hardly be expected that the Company should put in cattle guards and fence the crossings up to the track as would be required for a public road crossing. If they put in proper gates and plank between the rails with a proper grade on each side, I should consider they have done enough.

Yours truly,

H. W. Middlemist.

Procedure File 2243.

Application by the City of Brantford, for annexation thereto of part of the Township of Brantford, County of Brant, being Lot "C" in Bush Hill and Oakley Park (known as Westmount Survey).

Jan. 31st. Petition of Frederick W. Ryerson (owner of the land) filed.

Feb. 5th. Appointment for hearing at Board's Chambers, 23rd inst., at 2.30 p.m.

Feb. 23rd. Hearing 2.30 to 4 p.m. Annexation decreed on terms of petition and resolution. Draft order to be approved by solicitor for township—otherwise to be settled. January and February one-sixth share of taxes to go to township. City may have clause in order adopting the Township's assessment. Order.

Monday, the Twenty-third day of February, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of Frederick W. Ryerson, for annexation to the City of Brantford of that part of the Township of Brantford known as "Westmount Survey," being composed of Lot "C," in Bush Hill and Oakley Park, according to Registered Plan thereof.

Upon the application of the above named applicant and upon reading the resolution of the Council of the Corporation of the City of Brantford, passed on the 13th day of October, 1913, the petition of the said applicant and proof of service of this application upon the Corporation of the County of Brant and the Corporation of the Township of Brantford and The Lake Erie & Northern Railway Company, and upon hearing what was alleged by Counsel on behalf of the applicant, the City of Brantford and the Township of Brantford.

The Board orders and proclaims that the lands and premises in the Township of Brantford mentioned in the said Petition, and being described as All and Singular, that certain parcel or tract of land and premises situate, lying and being in the Township of Brantford, in the County of Brant, and being composed of Lot "C" in Bush Hill and Oakley Park according to the registered plan thereof and containing by admeasurement nineteen acres, three roods and twenty-eight perches more or less, be and the same are hereby annexed to the City of Brantford, the said annexation to take effect on the first day of January, 1914, on and subject to the following terms and conditions, namely:—

1. The said lands shall be added to Ward Number One.

2. The Corporation of the City of Brantford shall be entitled to place the said lands upon the Collector's Roll of the said City of Brantford for the year 1914, and shall be entitled to levy and collect rates and taxes thereon upon the amount of assessment of the said lands in the Township of Brantford for the year 1913, and when collected, such rates and taxes shall as to ten-twelfths thereof be retained by the Corporation of the City of Brantford and as to two-twelfths thereof be paid to the Corporation of the Township of Brantford.

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 2258.

Application by the City of London, under subsection (*c*) of Section 5 of "The Municipal Franchises Act" (2 Geo. V., Chap. 42) for approval of By-law No. ——, granting the right to the Cook-Fitzgerald Co., Ltd., to lay and maintain in Bathurst Street a pipe to conduct steam to supply heat for building formerly occupied by the Southam Printing and Lithographing Co., Ltd.

Feb. 13th. Application (letter), copy of By-law and Agreement filed. Appointment for hearing March 4th, 1914, 2.30 p.m., at Board's Chambers.

March 4th. Hearing. Application granted.

PROCEDURE FILE 2259.

Tuesday, the Twenty-fourth Day of February, 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application, under 7 Edward VII., chap. 38, sec. 1 (Ontario), of The Manitoulin & North Shore Railway Company, now called The Algoma Eastern Railway Company, pursuant to the provisions of 1-2 George V., Chap. III. (Canada), for the approval of the payment to the said Company of the Provincial Subsidy of $5,000 per mile of its Railway for a distance of Three miles from a point distant about sixty-three miles southerly from the Town of Sudbury.

Upon reading the report of George Hogarth, Esquire, Engineer, dated December 16th, 1913, and the affidavit of Ralph S. McCormick, Chief Engineer of the Algoma Eastern Railway Company, filed, and upon hearing counsel for the said Railway Company, and it appearing that several claims for wages have been filed against the company with respect to the construction of the said Three miles of its Railway.

The Board hereby, subject to the provisions of section 5 of Chapter 155 of the "Revised Statutes of Ontario, 1897," and to the settlement of the said claims thereunder, certifies and declares that the said The Manitoulin & North Shore Railway Company, now The Algoma Eastern Railway Company, is entitled to the payment of the Provincial Subsidy of $5,000 per mile of its railway for a distance of Three miles from a point distant about sixty-three miles southerly from the Town of Sudbury, the said Subsidy having been granted to the said Company by 9 Edward VII., Chapter 72, Ontario, Section 3, and having been extended by 1 George V., Chapter 17, Ontario, Section 15, Subsection 1 (*d*).

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 2260. (P. 196.)

In the Matter of Accident on the Metropolitan Division of The Toronto & York Radial Railway Co. on Jan. 23rd, 1914, at 6.40 p.m. Collision between car and cutter, opposite Birrell's Hotel, York Mills.

Feb. 10th. Report of accident received.

Feb. 11th. View of Vice-Chairman and Board's Engineer.

Feb. 13th. Engineer's report filed.

Feb. 14th. Order and Notice to License Commissioners, Township of York.

May 4th. Investigation, 2.30 to 3.30 p.m., *re* death of Thomas Conley. Adjourned "sine die."

May 7th. Order.

Copy.

James C. Royce, C.E., Toronto, Canada.

Toronto, February 13th, 1914.

REPORT *RE* LOCAL CONDITIONS WHERE RECENT ACCIDENT OCCURRED ON THE TORONTO & YORK RADIAL RAILWAY.

The Ontario Railway and Municipal Board, Parliament Buildings, Toronto.

Gentlemen,—In company with Mr. Ingram and Mr. Wilson, Assistant Manager of the Railway, I made an inspection of the locality where the accident under consideration occurred, and beg to report as follows:

At the place in question is located on the east side of the road an hotel known as Birrell's Hotel, the driving shed in connection with which is located on the west side of the roadway opposite to said hotel, and it appears that in front of this drive shed the accident occurred. On the north side of the drive shed is located a stable building which projects beyond the front of the former approximately ten feet, and comes within about eight feet of the track, encroaching, I understand about six feet three inches on the roadway. The view of motormen approaching on a south bound car is therefore obstructed to such an extent as to cause liability to accident in the event of a vehicle or pedestrian suddenly coming out of the shed, unless the speed of the car were such that it could be stopped within a very short distance. I stood on the front of a car when approaching this locality from the north and noted the range of vision which the motorman has as regards the front of the shed and vehicles coming out therefrom.

I am therefore of the opinion that this drive shed is in such a position as to be a source of danger unless extra precaution is exercised, and that it should be located on the same side of the railway as the hotel, thus avoiding the necessity of those who have occasion to use it crossing the track under such conditions. The chance of accident is further increased owing to the liability of men coming out of the hotel under the influence of liquor, and we witnessed a man in such a condition at the time of the inspection.

In addition to the precaution of moving the shed, I am also of the opinion that motormen should make a practice of running slowly at this point.

I am submitting with this report a blue print prepared by the Railway's Engineer showing the location of the buildings referred to; also a copy of the orders which have been issued by the company from time to time in reference to the question of speed of their cars.

Respectfully submitted,
(Sgd.) J. C. Royce.

Procedure File 2260 (P. 196).

Before:
D. M. McIntyre, Esq., K.C., *Chairman,*
A. B. Ingram, Esq., *Vice-Chairman,* and
H. N. Kittson, Esq., *Commissioner.*

In the Matter of the Accident on the Metropolitan Division of "The Toronto & York Radial Railway Company," on the Twenty-third Day of January, 1914, 6.40 p.m., being collision between cutter and car, opposite Birrell's Hotel, York Mills, resulting in the death of one Alfred George James.

The Board, having received Report of the above mentioned accident, causing the death of one Alfred George James, and having instructed its Engineer to inspect the locality and report thereon, and the Board's Engineer's Report, dated February 13th, 1914, having been filed and considered,

The Board orders that all cars operating on the Metropolitan Division of The Toronto & York Radial Railway Company shall, in passing the drive shed opposite Birrell's Hotel, York Mills, and for a distance of Fifty feet on each side of the said drive shed, shall be operated at a speed not greater, in any instance, than five miles per hour.

And the Board further orders that no fee for law stamps shall be paid on this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

Thursday, the Seventh Day of May, A.D., 1914.

BEFORE:

A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the Matter of the Accident on the Metropolitan Division of The Toronto & York Radial Railway Co., on the Fifteenth Day of April, 1914, resulting in the death of one Thomas Conley.

The Board, having received report of the above mentioned accident, and having investigated same, and having heard the evidence of the said Company's motorman and conductor in charge of its Car No. 52, which was the car concerned in the said accident,

The Board orders that all cars operating on the Metropolitan Division of the Toronto & York Radial Railway shall hereafter, on every occasion, make a positive stop at Stop 29, situated almost opposite Birrell's Hotel, York Mills, and shall, for a distance of One hundred feet on each side of the said Stop No. 29, be operated at a speed not greater, in any instance, than Five miles per hour,

And the Board orders that its order made in connection with the operation of cars at or about the above mentioned locality, and dated the Fourteenth Day of February, 1914, be and the same is hereby rescinded,

And the Board further orders that no fee for law stamps shall be paid on this order.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

(Seal.)

PROCEDURE FILE 2272. (P. 188.)

314, St. James Chambers, Adelaide St. East,
March 25th, 1914.

The Chairman of The Ontario Railway and Municipal Board, Toronto.

Re *Strachan Ave. Bridge, G.T.R. Span.*

SIR.—I have examined the plans of the above, sent to your Board by the Bridge Department of the City of Toronto, and have calculated the stresses therein.

This bridge consists of three plate girders, each of 88 ft. 10 in. centre to centre of bearings, one on each side of the roadway, which is 43 ft. 6 in. wide, and one in the centre of the roadway, the load from which is transferred to the main girders by floor beams 36 in. deep. The bridge is designed for two lines of street cars of the weight as set forth in your specifications with impact allowance added, and the roadway portion for a 20 ton roller for stringers and floor beams, or 105 lbs. per square foot for the main girders. The sidewalks are on brackets connected on the outside of each outer main girder. The flooring throughout is of concrete.

The results of my investigation satisfy me that the requirements of your Board have been carried out in the design, and I therefore recommend these plans for your approval.

Yours truly,

H. W. MIDDLEMIST.

PROCEDURE FILE 2279.

Friday, the Thirteenth Day of March, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman*, and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the Application of the Township of Otonabee under Subsection 9 of Section 17 of "The Ontario Telephone Act," 2 Geo. V., cap. 38; 3 Geo. V., cap. 40, for the approval of said Corporation's By-law No. 780, and Plans and Specifications providing for the establishment of a telephone system.

Upon the application of the above named Corporation and upon reading certified copy of the said By-law and other material filed,

The Board orders that the said By-law, No. 780, of the Township of Otonabee, plans and specifications providing for the establishment of a telephone system in accordance with the provisions of Part II. of "The Ontario Telephone Act," 2 Geo. V., cap. 38, be and the same is hereby approved,

And the Board makes no order as to costs, save and except that the applicant shall pay $5 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2283.

Monday, the Twenty-seventh Day of April, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman*, and
H. N. KITTSON, Esq., *Commissioner.*

In the Matter of the Application of The Cornwall Street Railway, Light & Power Company, Limited, for the approval of the H. B. Life Guard for use on its Railway.

Upon the application of The Cornwall Street Railway, Light & Power Company, Limited, for approval, under Section 253 of "The Ontario Railway Act," of the H. B. Life Guard for use on its cars, and the said Life Guard having been heretofore tested by the Board's Engineer.

The Board orders that the H. B. Life-Guard, manufactured by The Consolidated Car Fender Company of Providence, Rhode Island, U.S.A., be and the same is hereby approved for use on the cars of The Cornwall Street Railway, Light & Power Company, Limited, provided, however, that the approval of such Life-Guard may be withdrawn by the Board if and when, at any time, the traffic on any portion or portions of the line or lines of the said Company, or improvements in guards or fenders shall, in the opinion of the Board, call for or require the use of a different, other or additional fender, guard or guards, or other life-saving device,

And the Board orders that the said Life-Guard be installed upon all the cars of the said Company within Thirty days from the date of this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2291.

To the Honourable, the Legislative Assembly of the Province of Ontario.

Gentlemen,—Upon the reference, under Rule 61 (a) of your Honourable House to The Ontario Railway and Municipal Board of Part II of Bill No. 17 (1914), intituled "An Act Respecting the Town of Lindsay," the Board begs leave respectfully to report that in the judgment of the Board it is reasonable that Part II. of the said Bill should be passed by your Honourable House.

All of which is respectfully submitted.

Dated at Toronto this Ninth day of March, 1914.

(Sgd.) D. M. McIntyre,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson,
Commissioner.

Procedure File 2292.

To the Honourable, the Legislative Assembly of the Province of Ontario.

Gentlemen,—Upon the reference, under Rule 61 (*a*) of your Honourable House to The Ontario Railway and Municipal Board, of Bill No. 18 (1914), intituled "An Act Respecting the Town of Dunnville," the Board begs leave respect-

fully to report that in the judgment of the Board it is reasonable that the said Bill should be passed by your Honourable House.

All which is respectfully submitted.

Dated at Toronto this Ninth day of March, 1914.

(Sgd.) D. M. McIntyre,
Chairman.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Sgd.) H. N. Kittson,
Commissioner.

Procedure File 2295.

Thursday, the Sixteenth Day of July, A.D., 1914.

Before:

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the Application of the Municipal Corporation of the Township of Oliver, under Subsection 9 of Section 17 of "The Ontario Telephone Act," R.S.O., c. 188, for the approval of the said Corporation's By-laws Nos. 154 and 155, and Plans and Specifications providing for the extension of the Oliver Township Telephone System.

Upon the application of the above-named Corporation, and upon reading certified copy of the said By-laws and other material filed,

The Board orders that the said By-laws, Nos. 154 and 155 of the Township of Oliver, Plans and Specifications providing for the extension of the Oliver Township Municipal Telephone System, in accordance with the provisions of Part II. of "The Ontario Telephone Act," R.S.O., c. 188, be and the same is hereby approved,

And the Board makes no order as to costs, save and except that the applicant shall pay $5.00 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

Procedure File 2297.

Application by Westmount Improvement Co., Ltd., under Sec. 21 of "The Municipal Act, 1913," for annexation to the City of Berlin of part of the Township of Waterloo.

March 7th. Petition and resolution of City Council filed.

March 24th. Hearing, pursuant to appointment. Application not granted, pending fulfilment of Board's requirements. (See Reporter's Notes.)

April 18th. Order issued.

Tuesday, the Twenty-fourth Day of March, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C., *Chairman.*

A. B. INGRAM, Esq., *Vice-Chairman,* and

H. N. KITTSON, Esq., *Commissioner.*

In the matter of the Application of The Westmount Improvement Company, Limited, under Section 21 of "The Municipal Act, 1913," for annexation to the City of Berlin of that part of the Township of Waterloo composed of part Township Lots Number 22 and 21, G.C.T., containing by admeasurement sixty eight and nine-tenths acres, be the same more or less, the applicants being the sole owners of the lands in question.

Upon the application of the Corporation of the City of Berlin and upon reading the Petition herein and the Resolution of the Council of the said Corporation and upon hearing what was alleged by Counsel on behalf of the Westmount Improvement Company, Limited, and by the Clerk of the Corporation of the City of Berlin, no person appearing for the Township of Waterloo or the County of Waterloo, although they were duly notified by this application as appears by the affidavit of Edwin Whyte Clement, filed.

1. This Board doth order and proclaim that ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Township of Waterloo, in the County of Waterloo and Province of Ontario, containing by admeasurement sixty-eight and nine-tenths acres, be the same more or less, being composed of part Township Lots Number Twenty-two and Twenty-one G.C.T., and better known and described as follows, that is to say: Commencing in the southerly limit of a Public Road, being a continuation of Glasgow Street, in the City of Berlin, where said southerly limit of road intersects the present westerly limit of the City of Berlin (said point of commencement being distant four hundred and twenty-seven and one-half feet from the westerly limit of the right-of-way of the Preston and Berlin Electric Railway, measured westerly along Glasgow Street therefrom, said point of commencement being also twenty feet from the southerly limit of Lots Number Twenty-two and Fifteen, G.C.T., measured southerly at right angles therefrom), thence south sixty-four degrees thirty minutes west along the southerly limit of said Public Road eighteen hundred and twenty-eight feet to the production of the westerly limit of a proposed street to be called "Westmount Boulevard"; thence north twenty-five degrees seventeen minutes west along said westerly limit ten hundred and fifty-six and seven-tenths feet, thence north thirty-three degrees fifty-two minutes west still along said proposed street seven hundred and ninety-six and one-half feet more or less to the limit between the Town of Waterloo and the Township of Waterloo, thence north sixty-four degrees thirty minutes east along the southerly limit of the Town of Waterloo fifteen hundred and seventeen and one-half feet more or less to the present limit between the City of Berlin and the Township of Waterloo, thence south thirty-eight degrees thirty minutes east along the present westerly limit of the City of Berlin, eighteen hundred and eight-one feet more or less to the place of beginning, be and the same is hereby annexed to the City of Berlin, the said annexation to take effect from the First day of April, A.D., 1914.

2. The said annexed territory shall form part of the west ward of the said City of Berlin.

(Sgd.) D. M. McINTYRE,

(Seal.) *Chairman.*

PROCEDURE FILE 2299.

Application by the Beeton Telephone Co., Limited, under section 31 of "The Ontario Telephone Act," for approval of increased tariff charges.

March 9th. Application (letter) filed.

March 23rd. Hearing. Judgment reserved pending Report of Board's expert.

May 18th. Report of Board's expert filed.

May 20th. Order.

Wednesday, the Twentieth Day of May, A.D., 1914.

BEFORE:
D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Beeton Telephone Company, Limited, under Section 31 of "The Ontario Telephone Act," for leave to increase its charges for rural telephone service.

Upon the application of the above-named applicant for an order to increase its tariff charges for rural telephone service upon Party Lines from $12.00 to $15.00 per annum, upon hearing the evidence adduced on behalf of all parties, upon reading the report of the Board's expert, the applicant's profit and loss account, statement of assets and liabilities, receipts and disbursements, and other documents filed,

The Board orders, subject to the several conditions prescribed in this order, that the application of the above-named applicant be and the same is hereby approved in so far as the increased tariff charge of $15.00 per annum may be applicable to those subscribers who are resident in any Township where such tariff charge is not inconsistent with any by-law in force in any such Township or with the terms of any valid agreement between any such township and the applicant.

And the Board further orders:

(1) That the said tariff charge of $15.00 per annum shall only apply to subscribers of the telephone system of the applicant, whose lines terminate at points where the applicant is furnishing a continuous service day and night, Sundays and holidays.

(2) That in all cases where the said tariff charge of $15.00 is made for rural telephone service the number of subscribers' stations operated upon one and the same Party Line circuit shall not, without the consent of this Board, exceed $15.

(3) That, for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the applicant shall on December 31st, 1915, and each year thereafter set aside out of its earnings a sum equal to not less than Five per cent. of the total value of the plant and equipment used in the applicant's business on December 31st in each such year. The fund so provided shall be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolesence, and after deducting therefrom such amounts as may have been so expended in any one

year the residual amount shall be placed on deposit in a chartered bank, as a separate account, or may be temporarily used in the purchase of such securities as the Board may approve of until the exigencies of the applicant's business renders necessary the application, as aforesaid, of such fund or any portion thereof.

(4) That the applicant shall on or before the fifteenth day of January in each year, furnish the Board with a report setting forth: (*a*) The total amount standing at the credit of the fund referred to in Clause 3 hereof on the 31st day of December in the preceding year, (*b*) the amount of such fund which has been temporarily used in the purchase of securities, (*c*) the names and value of the securities so purchased, together with (*d*) a certified statement from the Bank in which such fund is deposited, showing the amount standing at the credit of such fund on the last named date.

(5) That the Applicant shall keep in such form as the Board may approve separate records of all expenditures upon the construction, operation, maintenance, and renewal of its plant and equipment, and shall furnish such information in regard thereto as the Board may deem necessary in order to satisfy the Board that the provisions of the two next preceding clauses are being carried out.

(6) That the increased tariff charge of $15.00 per annum authorized by this Board shall be subject to the terms of any contracts which may exist between the subscriber's of the applicant's system and the applicant, and shall only take effect upon the expiration of such contracts as they may be terminated from time to time, provided, however, that the applicant shall not be required to furnish a continuous service to those of its subscribers who fail to sign a new contract agreeing to pay the said tariff of $15.00 per annum.

And the Board makes no order for costs, save and except that the applicant shall pay $10.00 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

PROCEDURE FILE 2300.

Application by Lanark and Carleton Counties Telephone Company, under Section 31 of "The Ontario Telephone Act," for approval of increased tariff charges.

Mar. 9th. Application filed.
Mar. 25th. Hearing.
Mar. 26th. Order.

Thursday, the Twenty-Sixth Day of March, A.D. 1914.

BEFORE:
D. M. McINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, *Esq.,*
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Lanark and Carleton Counties Telephone Company, Limited, for authority to increase its charges to shareholders for telephone service from $10.00 per annum to $12.50 per annum.

Whereas pursuant to the provision of Section 9 of "The Ontario Railway and Municipal Board Act," A. B. Ingram, Esquire, Vice-Chairman of the Board, was authorized by the Board to report upon the said application, and the said A. B. Ingram, Esquire, did, at a Hearing at the Town Hall, Almonte, inquire into the said application and made a report thereupon to the Board.

Upon reading the report of A. B. Ingram, Esquire, the stenographer's notes of the evidence submitted, and other material filed;

The Board orders, subject to the several conditions prescribed in this Order, that leave be granted to the Applicant to charge the under-mentioned tariff charges for telephone service in so far as such charges may be applicable to those subscribers who are resident in any township where such tariff charge is not inconsistent with the terms of any by-law in force in any such township, or the terms of any valid agreement between such township and the Applicant:

For Rural Party Line Service:

1.—To Stockholders . . . . . $12.50 per annum.
2.—To Non-stockholders . . . . . 15.00 per annum.

And the Board further orders that the tariff charges authorized by this Order shall be subject to the terms of any contracts which may exist between the subscribers of the Applicant's system and the Applicant, and shall only take effect upon the expiration of such contracts as they may be terminated from time to time.

And the Board makes no order for costs save and except that the Applicant shall pay $10 for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2301.

Application by The Houghton and Bayham Telephone Co., Ltd., under Sec. 31 of "The Ontario Telephone Act," for approval of increased tariff charges.

Mar. 9th. Application (letter) filed.
Mar. 27th. Hearing.
April 24th. Order.

Friday, the Twenty-Fourth Day of April, A.D. 1914.

Before:
D. M. McIntyre, Esq., K.C.,
Chairman,
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the Application of the Houghton and Bayham Telephone Company, Limited, for authority to increase its charges for telephone service from $4.00 per annum to $5.00 per annum.

Whereas, pursuant to the provisions of Section 9 of "The Ontario Railway and Municipal Board Act," A. B. Ingram, Esquire, Vice-Chairman of the Board, was authorized by the Board to report upon the said application, and the said A. B.

Ingram, Esquire, did, at a Hearing at the Town Hall, Tillsonburg, inquire into the said application and made a report thereupon to the Board.

Upon reading the report of A. B. Ingram, Esquire, the stenographer's notes of the evidence submitted, and other material filed.

The Board orders, subject to the several conditions prescribed in this Order, that leave be granted to the Applicant to charge the under-mentioned tariff charges for telephone service in so far as such charges may be applicable to those subscribers who are resident in any township where such tariff charge is not inconsistent with the terms of any by-law in force in any such township, or the terms of any valid agreement between such township and the Applicant.

For Rural Party Line Service .....$5.00 per annum.

And the Board further orders that the Tariff charge authorized by this Order shall be subject to the terms of any contracts which may exist between the subscribers of the Applicant's system and the Applicant, and shall only take effect upon the expiration of such contracts as they may be terminated from time to time.

And the Board makes no order for costs save and except that the Applicant shall pay $10 for the Law Stamps required for this Order.

(Sgd.) A. B. INGRAM.
Vice-Chairman.

(Seal.)

PROCEDURE FILE 2302.

Friday, the Twentieth Day of March, A.D. 1914.

BEFORE:

D. M. MCINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Municipal Corporation of Lavallee under Subsection 9 of Section 17 of "The Ontario Telephone Act," 2 Geo. V. Cap. 38, 3 Geo. V. Cap. 40, for the approval of the said Corporation's By-law No. 129, and Plans and Specifications providing for the establishment of a telephone system.

Upon the application of the above named Corporation and upon reading certified copy of the said By-law and other material filed.

The Board orders that the said By-law, No. 129, of the Municipal Corporation of Lavallee, Plans and Specifications providing for the establishment of a telephone system in accordance with the provisions of Part II of "The Ontario Telephone Act," 2 Geo. V., Cap. 38, be and the same is hereby approved.

And the Board makes no order as to costs, save and except that the Applicant shall pay $5.00 for the Law Stamps required for this Order.

(Sgd.) D. M. MCINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2315. (P. 189.)

April 7th, 1914.

The Chairman of The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the plans of the Toronto Suburban Railway Company's proposed location through the Townships of Louth and Clinton in the County of Lincoln from Mileage 0 at the Hamilton Stone Road to Mileage 10.52 to its junction with the Niagara, St. Catharines and Toronto Railway.

The line runs along the shore of Lake Ontario for a considerable distance and will consequently have a number of bridges over creeks emptying into the lake, a list of which I give you, viz:—at Stations 496, 463, 410, 372, 329, 290, 248, 221, 198, 175, 169, 155, 115, 103 and 83. There is also an under crossing with the Grand Trunk Main Line at Station 496 and the junction with the Toronto Niagara and St. Catharines Railway.

Detailed plans and working drawings of all these should be submitted to your Board for approval, also those of all the road crossings of which there are a considerable number.

I would recommend these plans for your approval.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 2326.

In the matter of the enquiry *re* The Dunnville, Wellandport and Beamsville Railway Co. for the Private Bills Committee under Section 56 of "The Ontario Railway and Municipal Board Act."

Mar. 20th. Requisition received from Private Bills Committee. April 3rd, 11.30 a.m., fixed for the Hearing. Hearing later adjourned "*sine die*" by arrangement.

April 20th. Appointment for Hearing May 5th, 2.30 p.m., Board's Chambers.

May 5th. Hearing 2.30 to 3.30 p.m., adjourned "*sine die.*"

314 St. James Chambers, Adelaide St. East.

March 26th, 1914.

PROCEDURE FILE 2329. (P. 192.)

The Chairman of The Ontario Railway and Municipal Board, Toronto.

SIR.—I have examined the plans of the Toronto Suburban Railway Company's wooden trestle at Station 27+25 to station 34+50 on their Lambton to Guelph Line, and have calculated the stresses in the bents, the floor system and stringers being the same as already approved by your Board for similar trestles. I find the bents strong enough to carry Class H loading of your specification with impact

added. That portion of the trestle shown across the Humber River, including the two towers on each side, is to be of steel, the plans of which will be submitted to your Board in due course.

I, therefore, recommend the wooden portion of the trestle shown on the plans for your approval.

Yours truly,

H. W. MIDDLEMIST.

PROEDURE FILE 2332.

Re Bill No. 48, 1914.

An Act Respecting the Town of Aylmer.

Mar. 25th. Above Bill and Petition therefor filed under Rule 61a of the House.

April 15th. Hearing. Board decides to Report in favor of passing of Bill.

April 15th. Report issued accordingly.

To The Honourable the Legislative Assembly of the Province of Ontario.

GENTLEMEN,—Upon the reference under Rule 61a of Your Honourable House to The Ontario Railway and Municipal Board, of Bill No. 48 (1914), intituled "An Act to Consolidate the Floating Debt of the Town of Aylmer," the Board beg leave respectfully to report that in the judgment of the Board it is reasonable that the said Bill should be passed by Your Honourable House.

All which is respectfully submitted.

Dated at Toronto this
Fourteenth Day of April, 1914.

(Sgd.) D. M. MCINTYRE,
Chairman,

(Sgd.) A. B. INGRAM, Esq.,
Vice-Chairman,

(Sgd.) H. N. KITTSON,
Commissioner.

PROCEDURE FILE 2238.

Application, under section 14 of "The Ontario Telephone Act," by The Colborne Telephone System, for an order requiring the Township of Colborne to collect certain moneys due to applicants.

Jan. 27. Application filed.

Mar. 31. Hearing, pursuant to appointment. Enlarged to May 14th, 1914.

May 14. Hearing. Judgment reserved.

Sept. 3. Judgment delivered.

Sept. 3. Order.

Thursday, the Third Day of September, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

Between:—

J. Norman Kernighan on behalf of the Colborne Telephone System and the Colborne Telephone System,

Applicants,

—and—

The Municipal Council of the Corporation of the Township of Colborne,

Respondents.

Upon the application of the above-named J. Norman Kernighan and the Colborne Telephone System for an order requiring the Municipal Council of the Township of Colborne to collect certain installments on account of principal and interest and costs of maintenance of a telephone system established in the Township of Colborne under the provisions of the Local Municipal Telephone Act of 1908 and Amending Acts, alleged to be due and payable by certain persons whose signatures are affixed to the petition praying for the establishment of the said system, the same having been heard on the 31st day of March, 1914, and having been then enlarged and having come up for argument on the 14th day of May, 1914; and judgment having been reserved until this day.

It is ordered that the respondent the Municipal Corporation of the Township of Colborne do levy and collect by a special rate upon each of the several properties of subscribers of the Colborne Telephone System with which connection is made and in respect of which full contribution has not been paid, a sum sufficient to discharge a due proportion of any debentures issued to meet the cost of the said system now due and unpaid.

2. And it is further ordered that the said Municipal Council do levy and collect by a special rate upon the subscribers of the said system or any of them severally such sum or sums of money as they have agreed to pay and in respect of which they or any of them are in default.

3. And it is further ordered that the said Municipal Council do levy and collect by a special rate upon the subscribers or any of them severally such sum or sums as may be required to meet the cost of maintaining the said Colborne Telephone System and in respect of payment of which such subscribers or any of them are in default.

4. And it is further ordered that the said Municipal Corporation do forthwith make up to the said telephone system out of the general funds of the municipality any deficiency in the funds of the said telephone system now existing by reason of the amount collected from the subscribers of the said telephone system being insufficient to meet any annual payment of principal and interest

upon the debentures issued and the cost of maintenance of the said telephone system, and the amount of the deficiency so made up shall constitute a debt due from the subscribers to the said Municipal Corporation and shall be collected in the same manner as any other liability incurred on behalf of the subscribers under "The Ontario Telephone Act."

5. And it is further ordered that the sum of $25.00 shall be paid by the respondents to cover the cost of the law stamps required for this order.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Procedure File 2350.

Application by Danforth Glebe Estates, Ltd., under section 21 of "The Municipal Act, 1913," for annexation to the City of Toronto of part of the Township of York (Parts Lots 1, 2, 3 and 4, Plan 1163 Bathgate Ave). (Corner of Danforth and Leslie).

April 7. Petition and resolution of City Council filed.

April 27. Hearing, pursuant to appointment. Annexation decreed. (See reporter's notes).

May 1. Order.

The Ontario Railway and Municipal Board.

Monday, the 27th Day of April, 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

IN THE MATTER of the application of William Harris and others for the annexation to the City of Toronto of certain lands in the Township of York.

UPON the application of the above named applicants and upon hearing the resolution of the Council of the Corporation of the City of Toronto, passed on the 11th day of February, 1914, as amended by resolution of the said Council passed on the 9th day of March, 1914, the petition of the said applicants and the copy of the plan of the lands proposed to be annexed being produced, and upon hearing read the affidavit of J. P. White, of service of notice of this application on the clerk of the County of York, and upon hearing what was alleged by Council on behalf of the applicants, the Corporation of the City of Toronto, and the Corporation of the Township of York.

THE BOARD ORDERS AND PROCLAIMS that the lands and premises in the Township of York, mentioned in the said petition and being described as: All and singular that certain parcel or tract of land and premises situate, lying and being in the Township of York, and Province of Ontario, and being composed of

parts of Lots 1, 2, 3 and 4, and part of Greenwood Avenue, according to plan registered in the Registry Office for the County of York as No. 1163, which said parcel may be described as follows: commencing at the north-west angle of said Lot No. 1; thence southerly along the westerly limit of said lot, said westerly limit being the easterly limit of part of the City of Toronto as defined by an order of the Ontario Railway and Municipal Board, dated December 15th, 1909, to the northerly limit of part of the City of Toronto as defined by said order, said northerly limit being distant 230 feet northerly from the northerly limit of Danforth Avenue as widened by City By-law No. 5735; thence easterly along said northerly limit of the City of Toronto to a point distant one hundred feet east of the production northerly of the easterly limit of Bathgate Avenue, according to plan registered in the Registry Office for the Registry Division of East Toronto as No. 463-E; thence northerly parallel to the said easterly limit of Bathgate Avenue produced to the northerly limit of said Lot 4; thence westerly along the northerly limits of said Lots 4, 3, 2 and 1 to the place of beginning; be and the same are hereby annexed to the City of Toronto, the said annexation to take place on the 1st day of May, A.D. 1914, and subject to the following terms and conditions, namely:

1. The said lands shall be added to Ward No. 1.

2. That the taxes and rates imposed for the year 1913 or any prior year upon any of the lands included in the territory hereby annexed, which shall not have been collected before the first day of May, 1914, shall be collected by and belong to the Township of York, and all right to collect the same, including distress for non-payment, or, if necessary, the sale of the said lands, or any of them, shall remain in the said Township, as though this order had not been made, and an adjustment between the City of Toronto and the Township of York shall be made as of the 1st day of May, 1914.

3. The said Township of York shall be entitled to levy and collect, with power to distrain and sell the said lands or any part thereof, if necessary, one-third of the rates and taxes imposed upon any of the said lands under the assessment made by the said Township of York for the year 1914, and shall be entitled to retain for its own use and benefit the proceeds thereof; and the Corporation of the City of Toronto shall be entitled to levy and collect upon all of the said lands two-thirds of the amount to be derived from a levy of a rate of 19¼ mills on the dollar of the assessment fixed upon the said lands by the said Township of York and for the purpose of the levying and collecting of the said amount shall adopt as the basis thereof the assessment made by the said Township for the year 1914.

4. Notwithstanding the provisions of the Local Improvement Act, no part of the cost of any local improvement to be hereinafter performed within the area annexed shall be assumed or borne by the Corporation of the City of Toronto, but the entire cost thereof shall be assessed against the lands benefited thereby and paid for by the owners from time to time of such lands.

5. That save as aforesaid, the Local Improvement Act shall apply to the execution of such works.

6. That the entire cost of all other improvements within the said area shall be borne by the owners from time to time of the said lands and no part thereof shall be paid by the Corporation of the City of Toronto.

(Sgd.) D. M. McINTYRE.

(Seal) *Chairman.*

PROCEDURE FILE 2351.
(P. 195.)

BETWEEN:—

The Corporation of the City of Toronto,

Applicants,

—and—

The Toronto Suburban Railway Co.,

Respondents.

Re Temporary Line to facilitate grading, Davenport Road and Bathurst Street.

April 9. Notice of application, with admission of service, filed.
April 15. Hearing, 2.30 to 3.30 p.m. Application granted on terms. (See reporter's notes).
April 23. Order settled and issued.
July 21. Further order.

Thursday, the 23rd Day of April, 1914.

Before:—

D. M. MCINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

BETWEEN:—

The Corporation of the City of Toronto,

Applicants,

—and—

The Toronto Suburban Railway Company,

Respondents.

UPON the application of the above-named applicants, for an order directing that the respondents railway on Davenport Road from Bathurst Street to a point about 700 feet west of same and on Bathurst Street from Davenport Road to a point about 350 feet south of same, be removed to allow the applicants to grade such parts of said streets and that during such grading the respondents temporarily operate their railway on Christie Street from Davenport Road to a point about 760 feet south of same and that on the completion of said grading the tracks of said railway be replaced on such parts of Davenport Road and Bathurst Street and the tracks on Christie Street removed, and upon hearing counsel for the applicants and the respondents,

1. THIS BOARD DOTH ORDER that the respondents do forthwith upon the completion by the applicants of laying temporary tracks on said part of Christie

Street make the necessary connections at the intersection of Christie Street and Davenport Road and do, until the completion of the grading of said parts of Davenport Road and Bathurst Street, run their cars temporarily down Christie Street on said tracks instead of down Bathurst Street.

2. AND THIS BOARD DOTH FURTHER ORDER that the grading of said parts of Davenport Road and Bathurst Street be completed by the applicants according to plans to be approved by this Board, and that on the completion thereof the applicants shall leave the said railway line, rails and substructure, as well as poles, wires, cables and other appurtenances, in substantially the same state and condition as before the commencement of the said works, without expense to the respondents, and all such works shall be completed not later than the 1st of July, 1914, and thereupon the respondents shall resume the operation of their railway on said parts of said streets, and cease the operation of their said railway on Christie Street, and the applicants may thereupon remove the tracks and appurtenances off Christie Street.

3. AND THIS BOARD DOTH FURTHER ORDER that neither the making of this order nor the operation of cars thereunder on Christie Street shall give the respondents any right to operate on Christie Street, except temporarily during said grading operations, and that such temporary operation shall be in accordance with the terms of the existing agreement between the applicants and the respondents.

4. AND THIS BOARD DOTH FURTHER ORDER that the applicants shall indemnify the respondents from all claims and damages by reason of the condition and non-repair of Christie Street and from all claims and damages by reason of the non-repair of the tracks on Christie Street, but nothing herein contained shall relieve the respondents from liability by reason of their own negligence.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

April 27th.

The Chairman of The Ontario Railway and Municipal, Toronto.

Re Grading on Bathurst Street and Davenport Road.

Sir,—I have to report that I went out Saturday morning and looked over the work being done by the city on these streets, accompanied by Mr. Wilkie of the Toronto Suburban Railway. There is a temporary track down Christie Street as far as the top of the grade at the north end of the C. P. R. Subway, laid, I understand, by the city, for the use of the suburban cars while the work is being done on Davenport Road and Bathurst Street. The cars are not running on this track at present, but are using the old line to Bathurst Street, as the new track is not yet connected with the old. I understand this connection is awaiting an order from your Board before being put in. The fill under the rails on Christie Street is not very wide in some places, hardly extending beyond the ends of the ties, which I think might be improved.

The city have filled in along Davenport Road and Bathurst Street on each side of the suburban track, and consequently cannot complete till the track is removed. The maximum grade on the new suburban line when laid will be at the

intersection of Bathurst Street and Davenport Road where it will be 5.99 per cent for 192 feet.

After looking over the ground and examining the plan, I do not see that this can be improved, on account of the steep ascent on Bathurst Street north of the Davenport Road. The grading along the latter will certainly be a considerable improvement and the grades will be very slight. In suggesting the approval of this plan by your Board I merely do so as far as the grades and cross sections of the streets and positions of tracks are concerned, the question of the nature of the track laying and paving on the streets should, in my opinion, be reserved till plans are submitted showing the details of the proposed construction, as I see nothing on this plan that would indicate how this is to be done. It should also be understood that all poles on the streets will be put back off the new roadway.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

Tuesday, the Twenty-first Day of July, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman. and
H. N. KITTSON, Esq.,
Commissioner.

BETWEEN:—

The Corporation of the City of Toronto,

Applicants,

—and—

The Toronto Suburban Railway Company,

Respondents.

UPON THE APPLICATION of the above-named respondents for an order directing that the respondents' railway on Davenport Road from Bathurst Street to a point about 700 feet west of same and on Bathurst Street from Davenport Road to a point about 350 feet south of same, be inspected with a view to declaring the same to be in proper condition for operation, the said sections having been graded by the above-named applicants, the Corporation of the City of Toronto, and operation of the said lines having been temporarily diverted to Christie Street during the grading operations and the said above-named applicants having notified the Board that they had completed their said grading operations and re-laid the respondents' tracks as directed by the Board's order dated the 23rd day of April, 1914;

1. THIS BOARD DOTH ORDER that the above-named applicants do forthwith connect the tracks of the Railway Company at Christie Street with the tracks on Davenport Road and that the said above-named applicants do forthwith complete

the bonding of the said tracks and such further and other work as may be necessary to restore the railway tracks, rails, waiting room, overhead appliances and other property of the Railway Company to the same plight and condition as they were in before the making of the said order of the 23rd day of April, 1914.

2. AND THIS BOARD DOTH FURTHER ORDER that upon completion of the said connection at Christie Street and of the bonding of the tracks between Christie Street and Bathurst Street and Davenport Road and for a distance of 350 feet south of same, the said Toronto Suburban Railway Company are hereby directed to recommence operation over the said section.

3. AND THIS BOARD DOTH FURTHER ORDER that the said above-named applicants be and they are hereby directed to remove the said waiting room now on Christie Street to a satisfactory position on the said Bathurst Street;

4. AND THIS BOARD DOTH FURTHER ORDER that nothing herein contained shall relieve the above-named applicants from any liability under or in connection with the said order of the Board of the twenty-third day of April, 1914, or give the respondents any rights in respect of said streets other than such as they may have possessed prior to the making of the said order of 23rd April, 1914.

5. AND THIS BOARD DOTH FURTHER ORDER that the applicants pay the sum of $5.00 for law stamps on this order.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 2356.

Monday, the Eleventh Day of May, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C., *Chairman,*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the Application of the Municipal Corporation of the Township of Brighton and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for interchange of service.

Upon the Application of the Municipal Corporation of the Township of Brighton and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 31st day of March, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Municipal Corporation of the Township of Brighton, duplicate of which Agreement has been filed in the office of the Board.

The Board orders that the said Agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this Order and withdraw its approval of the above mentioned Agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Municipal Corporation of the Township of Brighton and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the Law Stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2358.

Lavant-Dalhousie Telephone Association

vs.

Hopetown Telephone Association.

(Application under Section 26 (6) and 33, R.S.O., Chap. 188, for interchange of service and to prevent parallelling of pole leads.)

July 6th. Application filed.

July 6th. Appointment for Hearing, July 9th, 11.30 a.m., Town Hall, Renfrew.

July 9th. Hearing. Judgment reserved to permit parties reaching voluntary settlement with assistance of Board's Expert.

Procedure File 2360.

Monday, the Twentieth Day of April, A.D. 1914.

Before:

D. M. McIntyre, Esq., K.C., *Chairman,*
A. B. Ingram, Esq., *Vice-Chairman,* and
H. N. Kittson, Esq., *Commissioner.*

In the matter of Section 26 of "The Ontario Telephone Act," and of Specifications fixing the minimum standard requirements for Telephone Systems thereunder.

The Board orders that the annexed Specifications, under the provisions of Section 26 of "The Ontario Telephone Act," fixing the minimum standard requirements for the construction and equipment of Telephone Systems, be and the same are hereby approved.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

"THE ONTARIO TELEPHONE ACT."

Specifications fixing the minimum standard requirements for the construction and equipment of Telephone Systems under the provisions of Section 26 of "The Ontario Telephone Act."

Poles. A pole line to carry one metallic circuit attached to side brackets shall consist of poles not less than 20 feet in length, five inches in diameter at the top. At road crossings poles must be of such length as will give the wires a clearance of not less than twenty feet above the crown of the road.

A line to carry one six pin cross-arm shall consist of poles not less than 25 feet in length, 5 inches in diameter at the top, which will be sufficient to carry three metallic circuits.

A line to carry one ten pin cross-arm shall consist of poles not less than 25 feet in length, 6 inches in diameter at the top, which will be sufficient to carry five metallic circuits.

All lines to carry more than one cross-arm shall consist of poles not less than 25 feet in length, 7 inches in diameter at the top.

Wire. All lines shall consist of metallic circuits of No. 12 British Standard Gauge BB or EBB galvanized iron wire.

Locating Poles. In locating the line, measure off and place stakes at a distance of 175 feet apart (equal to 30 poles per mile) for lines up to 10 wires (5 circuits); and at a distance of 155 feet apart (equal to 34 poles per mile) for lines up to 20 wires (10 circuits). Stakes should be placed clear of water courses, and as far from the roadway as possible. Measure distances without regard to obstacles, and place poles as near stakes as possible. On corners, shorten up the last span to 135 feet, and make a double corner. On heavy curves shorten the stretches 10 feet.

Trees. All reasonable expedients may be adopted to clear trees, using shorter poles if necessary to pass wires under trees. Trees must not be trimmed until permission from the owner or proper authority has been obtained.

Distance from other wires. All circuits shall be three feet above or below other wires. This does not apply to insulated drop wire passing over or under telephone or telegraph lines.

High Tension Circuits. Insulated wires or cables suspend on a grounded messenger wire shall be used where lines cross under high tension power circuits. On no account must lines be erected over high tension circuits without the permission and under the direction of the authorities controlling such circuits.

Height of wires. In distributing the poles, place the heaviest on corners, and the straightest and best poles opposite residences. In towns, villages and at road crossings, no wire or attachment to poles shall be of less height than 20 feet from the crown of the road, and at railway crossings 25 feet from the top of the rails.

Lightning Rods.

A lightning rod of one No. 9 galvanized iron wire shall be placed upon every tenth pole, making two hand turns of the wire under the butt of the pole and stapling it by 1½ inch staples along the entire length of the pole leaving three inches of the wire pointing above the top.

Setting Poles.

All poles must be peeled and trimmed and tops made roof or "A" shape. In setting the poles, the ridge of the roof shall be parallel with the wires so as to give the line a uniform appearance.

Poles shall be set in the ground at a depth of not less than four feet for twenty foot poles; five feet for twenty-five foot poles; five and one-half feet for thirty foot poles; and six feet for thirty-five or forty foot poles. In rock, set poles to a depth of two feet. Where construction in solid rock would be too expensive, use stone cairns if sufficient loose stones can be had. Set all poles perpendicularly, except on curves and corners where they can be leaned slightly against the strain.

Holes shall be dug large enough to admit pole without stabbing or hewing, and full size at the bottom, to permit the use of iron tampers. When the pole is in position use one shovel to two tampers, packing the filling continuously until the hole is filled. Pile the soil above the surface and pack firmly around the pole. Clean ditches and restore the surface of the highway to its original condition. In filling holes use coarse soil or gravel at top of hole.

Side Brackets.

Side brackets on straight runs shall be placed one on each side of the pole not less than 18 inches apart, the upper bracket being eight inches below the top of the pole. At crossings and on curves or corners all side brackets shall be on the side of the pole against the strain. When the line has crossed the road and the straight run is continued place the side brackets in the same relative position as at starting point.

Cross-arms.

Cross-arms shall be placed in gains cut in the pole not more than ¾ inch deep and so as to permit the cross-arm to fit tightly. The centre of top gain shall be 10 inches from the top of the pole, and the second gain not less than 18 inches below top gain.

Cross-arms shall be not less than 3 inches by 4 inches, equipped with hardwood top pins fastened in the arm by a nail. Pins to be not less than 12 inch centres with 17 inch centres for pole space.

Cross-arms shall be fastened to the pole by a ⅝ inch machine bolt through pole. Square iron washers shall be placed under the head and nut of the bolt. Arms shall be braced with two iron braces attached to the arm by ⅜ inch carriage bolts, and to the pole by not less than 4 x ⅜ inch lag screw.

Guy Stubs.

Guy stubs shall be used where it is necessary to raise guys to proper distance over streets.

Anchors.

Patent anchors may be used except on heavy leads. On heavy leads and where there is an exceptional strain the anchor should consist of a piece of pole or other sound timber of equal diameter not less than three feet long buried the same depth as the butt of the pole. Before burying a hole shall be bored through the centre of the log and a 6 foot x ⅝ inch Guy Rod secured to it by means of a square iron washer and nut. Before filling in the earth, the Guy Rod shall be sloped towards the pole at the same angle as the guy wire will take, so that the guy will give a

straight pull on the anchor. Anchors shall not be located nearer the pole than one-third its height above the ground.

Side braces shall be used where guying is not possible. Braces should consist of poles not less than 15 feet in length, set in the ground at a distance of not less than 6 feet from the butt of the pole and at a depth of at least three feet. At the butt the brace should rest against two pieces of two inch plank nailed together crosswise. The top of the brace should be shaped to bear evenly against the pole, to which it shall be fastened by means of two ½ inch x 6 inch lag screws. Braces.

Road crossings shall be at an angle of 45 degrees, and shall be sufficiently reinforced by guys or braces to withstand all possible strain. Guy crossings and corners with side guys in the manner most applicable to existing conditions. Road Crossing

Guy wires shall consist of not less than two No. 9 wires twisted for bracket leads; seven strands of No. 16 crucible steel wire for single cross-arm leads, and seven strands of No. 13 crucible steel wire for heavier leads. Wrap the end of guys twice around the pole, and so arrange the wrapping as to bind on the back of the pole. A guy thimble shall be placed in the eye of the guy rod and guy clamps shall be used to fasten the ends of the wire to the guy. Guy clamps must not be fastened closer to the pole than twelve inches. Where there is a continuous strain, to prevent the wire cutting into the pole it should be protected by pole skims or sheet iron. To prevent the guy slipping down the pole it should be secured by staples or nails. Guy Wires.

In solid rock guys should be attached by means of a self-wedging eye-bolt.

Wires shall be strung in such manner as to avoid kinking, interference with other wires, or interruption of traffic. Stringing Wire.

Wires on side brackets shall be tied on the side of the insulator nearest the pole. On curves or corners of side bracket lines the wires shall be tied so that the strain shall be against the insulator. Wires on Brackets.

When jointing, the wires should first be made clean and bright, then twisted by means of pliers and splicing clamp, taking not less than five turns on each side of joint, after which it should be soldered by dipping. Connectors or patent sleeves may be used instead of the ordinary spliced joint. Jointing Wire.

Metallic circuit lines carried on side brackets shall be transposed by using a two pin cross-arm for changing the relative positions of the wires on the pole. Where lines are carried on cross-arms use transposition brackets or double transposition insulators and pins. Transpositions.

Leading in wires shall be No. 16 B & S copper or "Ironite" or No. 17 steel copper clad braided rubber insulated wire paired, securely fastened to the building by means of side brackets and insulators, porcelain knobs or galvanized iron hooks wrapped with marline and carried to the protectors, which should be placed inside the premises as close as possible to where the wire enters the building. Drip loops should be left at the point where the wires enter to prevent water from running into the building. Leading in Wires.

Lightning protectors shall be grounded by connecting an insulated No. 16 copper wire from the ground terminal of the protector to a Grounding Protectors.

1 inch x 6 feet iron rod driven into the ground at least five feet in a location where the earth is least likely to freeze. The wire must be well soldered, or clamped by means of a proper ground clamp, to the rod, Where it is possible to attach the ground wire to a water pipe, or an iron plate sunk in a well, the iron rod may be dispensed with.

Where telephones are equipped with lightning arrestors, these must also be connected with the ground wire.

Telephones. Standard Bridging Telephones and lightning protectors such as are made by reliable manufacturers, shall be used.

Party Lines. The maximum load on one party line circuit shall not exceed fifteen telephones.

Wires Crossing Railways. When it is necessary to carry wires over any railway under the jurisdiction of this Province, the crossing shall be constructed according to the Board's standard specifications prepared in pursuance of ss. 5, sect. 56, Ontario Railway Act, 1906.

Wires crossing the C.P.R., G.T.R., C.N.R., M.C.R., and other railways under the jurisdiction of the Parliament of Canada, must be erected in accordance with specifications to be obtained from the Board of Railway Commissioners for Canada, Ottawa.

The Specifications, dated the 4th day of May, A.D. 1907, fixing the Standard Requirements of Telephone Systems to be installed under the Act respecting local Municipal Telephone Systems, 8 Edw. VII., Cap. 49, and the erection and construction of such systems and the instruments and appliances to be used in connection therewith, are hereby cancelled.

Dated this 20th day of April, A.D. 1914.

(Sgd.) D. M. McIntyre,
Chairman.
(Sgd.) A. B. Ingram.
Vice-Chairman,
(Sgd.) H. N. Kittson.
Commissioner.

Procedure File 2361.

Friday, the First Day of May, A.D. 1914.

Before:

D. M. McIntyre, Esq., K.C.,
Chairman,
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the Application of the Municipal Corporation of the Township of Emo under Subsection 9 of Section 17 of "The Ontario Telephone Act," 2 Geo. V. Cap. 38, 3 Geo. V. Cap. 40, for the approval of the said Corporation's By-law No. 177, and plans and Specifications providing for the establishment of a telephone system.

Upon the application of the above named Corporation and upon reading certified copy of the said By-law and other material filed.

The Board orders that the said By-law No. 177, of the Municipal Corporation of the Township of Emo, plans and Specifications providing for the establishment of a telephone system in accordance with the provisions of Part II of "The Ontario Telephone Act," 2 Geo. V., Cap. 38, be and the same is hereby approved.

And the Board makes no order as to costs, save and except that the Applicant shall pay $5.00 for the Law Stamps required for this Order.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

(Seal.)

PROCEDURE FILE 2362.

Monday, the Eleventh Day of May, A.D. 1914.

BEFORE:

D. M. MCINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the East Woodville Telephone Association and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for interchange of service.

Upon the application of the East Woodville Telephone Association and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 6th day of April, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the East Woodville Telephone Association, duplicate of which Agreement has been filed in the office of the Board.

The Board orders that the said Agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this Order and withdraw its approval of the above mentioned Agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the East Woodville Telephone Association and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the Law Stamps required for this Order.

(Sgd.) D. M. MCINTYRE.
Chairman.

(Seal.)

PROCEDURE FILE 2363.

Monday, the Eleventh Day of May, A.D. 1914.

BEFORE:

D. M. MCINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Peabody Telephone Association and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for the interchange of service.

Upon the application of the Peabody Telephone Association and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 13th day of April, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Peabody Telephone Association, duplicate of which Agreement has been filed in the office of the Board.

The Board orders that the said Agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this Order and withdraw its approval of the above mentioned Agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Peabody Telephone Association and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the Law Stamps required for this Order.

(Sgd) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2364.

Monday, the Eleventh Day of May, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Forest Home Telephone Association and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for interchange of service.

Upon the application of the Forest Home Telephone Association and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 9th day of April, A.D., 1914, by and between the Bell Telephone Company of Canada, Limited, and the Forest Home Telephone Association, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said Agreement (save and except in so far as it concerns or relates to charges, rates, rents, or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above-mentioned Agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Forest Home Telephone Association and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2365.

Monday, the Eleventh Day of May, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of The Cameron Telephone Union and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the Approval of an Agreement for interchange of service.

Upon the application of the Cameron Telephone Union and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 16th day of April, A.D., 1914, by and between the Bell Telephone Company of Canada, Limited, and the Cameron Telephone Union, duplicate of which Agreement has been filed in the office of the Board.

The Board orders that the said Agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above-mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Cameron Telephone Union and the the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 2367.

Monday, the Eleventh Day of May, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of The Fenelon Rural Telephone Association and The Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for interchange of service.

Upon the application of the Fenelon Rural Telephone Association and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 16th day of April, A.D., 1914, by and between the Bell

Telephone Company of Canada, Limited, and the Fenelon Rural Telephone Association, duplicate of which Agreement has been filed in the office of the Board.

The Board orders that the said Agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned Agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Fenelon Rural Telephone Association and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2374.

Application by The Westmount Improvement Co., Ltd., under Sec. 120 of "The Ontario Railway Act," to open highway (Union Street), across the Galt, Preston & Hespeler Street Railway.

April 28th. Application filed.

May 18th. Hearing, pursuant to appointment, 11.30 a.m. to 12 noon. Application granted.

Procedure File 2387.

Application by the Directors of the South Bruce Rural Telephone Co., Ltd., under Sec. 19 of "The Ontario Telephone Act.," R.S., c. 188, Sec. 26 as amended, for an inquiry into the causes and extent of the Company's failure to do certain acts required by "The Ontario Campanies' Act." and for a recommendation by the Board to the Lieutenant-Governor in Council for the validation of such Acts.

May 5th. Application filed.

May 7th. Appointment for hearing 28th inst., 2.30 p.m., Town Hall, Mildmay.

May 28th. Hearing.

May 30th. Order.

Aug. 5th. Affidavit filed proving compliance with Board's Order of May 30th. Also petition for increase of Capital Stock and extension of powers.

Oct 1st. Reports of the Board, recommending issue of Supplementary Letters Patent and Certificate submitted to Lieutenant-Governor in Council.

Oct. 9th. Order-in-Council advising that Supplementary Letters Patent and Certificate be issued to the South Bruce Rural Telephone Company, Ltd., approved by His Honour the Lieutenant-Governor.

PROCEDURE FILE 2387.

Saturday, the Thirtieth Day of May, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman, and
A. B. INGRAM, Esq.,
Vice-Chairman.

In the matter of the failure of the South Bruce Rural Telephone Company, Limited, a Company incorporated under "The Ontario Companies' Act," to do certain acts, matters and things required by "The Ontario Companies Act," and

In the matter of "The Ontario Telephone Act,"

The South Bruce Telephone Company, Limited, having failed to do certain acts, matters and things required by "The Ontario Companies' Act," and The Ontario Railway and Municipal Board having appointed Thursday, the 28th day of May, A.D., 1914, at the Village of Mildmay, in the County of Bruce, to enquire into the causes and extent of such failure, and having caused the directors and shareholders of the said company to be duly notified of such appointment, and having attended at said time and place and having enquired into the said matters, finds as follows:

1. That the said Company failed to issue a prospectus, and to file the same with the Provincial Secretary.

2. That notwithstanding such failure the said Company did offer shares of its capital stock to the public for subscription, and though authorized by its said Letters Patent to issue only 100 shares of Capital Stock of the par value of $100 each did procure to be subscribed by 386 several persons 388 shares of Capital Stock, and did cause a call or calls to be made upon said persons in respect of said shares of stock so subscribed, and did procure to be paid in to the Company on account of such calls the sum of $8,565.

3. That the directors of the said Company failed to make an allotment of any of the shares of stock so subscribed and failed to issue certificates in respect of the same or any part thereof.

4. That the said Company failed to procure from the Provincial Secretary a certificate that it was entitled to commence business.

5. That the said Company, notwithstanding its failure to do the several acts, matters and things as aforesaid required by "The Ontario Companies Act," and though authorized by its Letters Patent to carry on its business only in the Township of Carrick in the County of Bruce, did nevertheless carry on its said business not only in the said Township of Carrick, but also in the Townships of Turnberry and Howick, in the County of Huron, and in the Townships of Culross, Kinloss and Greenock, in the County of Bruce.

6. That the said Company being by its said Letters Patent prohibited from mortgaging its assets or issuing bonds, debentures or other securities, its directors did nevertheless pass a by-law or resolution assuming to authorize the issue of the debentures of the Company to the amount of $12,000, and did pursuant to said by-law or resolution issue and sell at par debentures of the said Company to the amount of $8,400, bearing interest at five per cent. per annum.

7. That in the opinion of the Board the failure of the said Company to do the said acts, matters and things as aforesaid required by "The Ontario Companies' Act," was due to inadvertence, error and mistake.

And it appearing further to the Board that it is expedient and necessary in the premises that the said Company should do the following acts, matters and things,

The Board doth order and direct:

1. That the said Company by its directors do procure to be prepared a prospectus as defined by "The Ontario Companies' Act," signed by its directors, and do cause it, verified by affidavit, to be filed with the Provincial Secretary before issue and do cause a copy of the same to be mailed, prepaid, to each of the persons who has so subscribed for stock as aforesaid at his or her last known post office address.

II. That the directors of the said Company do allot to and amongst the persons who have so subscribed for stock as aforesaid one hundred shares of the stock of the Company in the following manner:

(*a*) One share to each of the directors of the Company;

(*b*) One share to each fourth person in the order named upon the list of subscribers for stock on file with the Board until the said 100 shares of stock are fully allotted.

III. That the directors do issue to each person to whom a share of stock is so allotted a certificate under the common seal of the Company stating that he or she holds one share of the stock of the said Company and the amount paid up thereon.

IV. That the directors do pass by-laws for the following purposes:

(1) For the government and regulation of the Company.

(2) Authorizing an application to the Lieutenant-Governor in Council for the issue of Supplementary Letters Patent:

(*a*) Providing for an increase of the Capital Stock of the Company to such an amount as the needs of the Company may dictate, such amount to be not less than the amount of the Capital Stock so subscribed as aforesaid:

(*b*) Permitting the Company to carry on the general business of a telephone company in the Townships of Turnberry and Howick, in the County of Huron, and in the Townships of Culross, Kinloss and Greenock, in the County of Bruce:

(*c*) Permitting the Company to mortgage its assets and to issue bonds, debentures and other securities to the extent of the requirements of the Company, not exceeding one-half of its net assets.

V. That the directors do summon a special general meeting of the shareholders of the Company by notice and advertisement as required by "The Ontario Companies' Act" for the following purposes:

(1) The election of directors;

(2) The confirmation of the by-laws of the Company passed by the directors pursuant to the foregoing paragraph.

VI. That the directors of the Company do furnish to the Board satisfactory proof, under oath, of the Company's compliance with the foregoing provisions of the order, and to deliver to the Board for transmission with its recommendations to His Honour the Lieutenant-Governor in Council an application for the issue of Supplementary Letters Patent enlarging and extending the powers of the Company as provided by the by-laws of the Company passed pursuant to the terms of this Order.

VII. That upon the issue of such supplementary Letters Patent the Company shall take the necessary steps to procure from the Provincial Secretary a certificate that the Company is entitled to commence business as required by "The Ontario Companies Act."

(Sgd.) D. M. McIntyre.
(Seal.) *Chairman.*
(Sgd.) A. B. Ingram,
Vice-Chairman.

Procedure File 2388. (P. 197.)

Application by the Town of Fort Frances, for annexation thereto of part of the Township of McIrvine (to International Boundary).

May 6th. Resolutions of Council, dated 17th and 23rd April, filed. Appointment for hearing June 16th, 10 a.m., Town Hall, Fort Frances.

June 16th. Hearing, 10 to 11 a.m. Annexation decreed to take effect July 1st, 1914.

July 14th. Order issued.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD,

Sitting at Fort Frances.

The Sixteenth Day of June, A.D., 1914.

Present:

Mr. A. D. McIntyre, K.C., *Chairman.*
Mr. A. B. Ingram, *Vice-Chairman.*

Upon the application of the Town of Fort Frances for an order extending the boundaries of the said Town of Fort Frances from the present limits thereof so as to include the lands hereinafter described, upon hearing read the resolution of the Council of the said Town directing this application to be made and the affidavit of advertisement of this application, and upon hearing counsel for the applicant and for the Township of McIrvine, in which a portion of the lands hereinafter described are situate,

This Board orders and proclaims that the lands and land covered with water situate in the Township of McIrvine in the District of Rainy River and the lands in the Government Reserve lying to the East of the said Township of McIrvine commonly known as Pither's Point, and the land covered with water adjacent thereto, all said lands and land covered with water being described as follows, that is to say: Commencing at a point at the low water mark of the Rainy River, where an iron post has been planted, said point being the south-westerly angle of the limits of said Town of Fort Frances, as defined by the Proclamation of Incorporation of the said town, dated the 3rd day of April, 1903: thence south-westerly to a point opposite the centre of the channel between two islands in the Rainy River: thence in a south-easterly direction through the centre of the channel between the said islands to the international boundary line between Canada and the United

States of America; thence northerly and easterly up the stream of the said Rainy River and along the said international boundary to the point of intersection of the same by the bridge of the Canadian Northern Railway (also known as the Duluth, Winnipeg and Pacific Railway); thence northerly and westerly on a course parallel to the shore line of said Pither's Point and Government Reserve at a distance of three hundred feet from low water mark to the production easterly of the northerly boundary of the portion of the said Government Reserve shown on the map or plan hereto annexed; thence westerly along said easterly production of said last mentioned boundary three hundred feet to low water mark on the shore; thence west twenty chains twenty-four links to a stake, thence south thirty chains sixty-two links to the northerly limit of the Colonization Road; thence westerly and southerly along the northerly limit of the said Colonization Road to the point of intersection therewith of the present northerly town limits; thence easterly across said Colonization Road to an iron post planted at the north-easterly limit of the said town boundaries as defined by the said Proclamation of Incorporation; thence southerly, westerly and northerly along the low water mark of the said Rainy River to the place of beginning, said lands and land covered with water being colored yellow on the said map or plan hereto annexed drawn by C. E. Parry, Civil Engineer, and dated the 4th day of March, 1914, be and the same are hereby annexed to the said Town of Fort Frances.

And the Board further orders and proclaims that the said lands and land covered with water hereby ordered to be annexed to the said Town of Fort Frances be so annexed thereto and incorporated therewith on and after the first day of July, 1914.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2390.

Application by The Harrietsville Telephone Association, Ltd., under section 31 of "The Ontario Telephone Act," for approval of increase in rates.

May 7. Application (letter) filed.
June 2. Hearing.
June 12. Order.

Friday, the Twelfth Day of June, A.D. 1914.

Before:—

A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the application of the Harrietsville Telephone Association, Limited, under Section 31 of "The Ontario Telephone Act" for leave to increase its charges for telephone service.

Upon the application of the above-named applicant for an order for leave to increase its tariff charges for telephone service as follows:

For individual line service, from $12.00 per annum to $15.00 per annum.
For rural party line service, from $9.00 per annum to $12.00 per annum.

Upon hearing the evidence adduced on behalf of all parties, upon reading copy of resolution passed at the Tenth Annual Meeting of the shareholders of the applicant company, held on January 28th, A.D. 1914, the applicant's profit and loss account, statements of assets and liabilities, receipts and disbursements, and other documents filed.

The Board orders, subject to the several conditions prescribed in this order, that leave be granted to the applicant to charge the under-mentioned tariff charges for telephone service in so far as such charges may be applicable to those subscribers who are resident in any township where such tariff charges are not inconsistent with any by-law in force in any such township or with the terms of any valid agreement between any such township and the applicant:—

For individual line service	$15.00 per annum
For rural party line service	12.00 per annum

And the Board further orders:—

1. That the aforesaid tariff charges shall only apply to subscribers of the telephone system of the applicant whose lines terminate at points where the applicant is furnishing a continuous service day and night, Sundays and holidays.

2. That in all cases where the aforesaid tariff charges are made for rural telephone service the number of subscribers' stations operated upon one and the same party line circuit shall not, without the consent of this Board, exceed 15.

3. That, for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the applicant shall on December 31st, 1915, and each year thereafter set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the applicant's business on December 31st in each such year. The fund so provided shall be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be placed on deposit in a chartered bank, as a separate account, or may be temporarily used in the purchase of such securities as the Board may approve of until the exigencies of the applicant's business renders necessary the application, as aforesaid, of such fund or any portion thereof.

4. That the applicant shall on or before the fifteenth day of January in each year furnish the Board with a report setting forth: (*a*) the total amount standing at the credit of the fund referred to in Clause 3 hereof on the 31st day of December in the preceding year, (*b*) the amount of such fund which has been temporarily used in the purchase of securities, (*c*) the names and values of the securities so purchased, together with (*d*) a certified statement from the bank in which such fund is deposited showing the amount standing at the credit of such fund on the last named date.

5. That the applicant shall keep in such form as the Board may approve separate records of all expenditures upon the construction, operation, maintenance, and renewal of its plant and equipment, and shall furnish such information in regard thereto as the Board may deem necessary in order to satisfy the Board that the provisions of the two next preceding clauses are being carried out.

6. That the aforesaid increased tariff charges authorized by this Board shall be subject to the terms of any contracts which may exist between the subscribers of the applicant's system and the applicant, and shall only take effect upon the

expiration of such contracts as they may be terminated from time to time, provided, however, that the applicant shall not be required to furnish a continuous service to those of its subscribers who fail to sign a new contract agreeing to pay the aforesaid tariff charges.

And the Board makes no order for costs, save and except that the applicant shall pay $10.00 for the law stamps required for this order.

(Sgd.) A. B. Ingram,

(Seal)

Vice-Chairman.

Procedure File 2391.

Between:—

The Municipal Corporation of the Village of Weston,

Applicant,

—and—

The Toronto Suburban Railway Co.,

Respondent.

Re Removal of tracks to centre of highway.

May 7. Notice of application filed.

May 19. Appointment for hearing, June 8th, 11.30 a.m., at the Board's Chambers.

June. 8. Hearing, 11.30 a.m. to 12.30 p.m. Adjourned to 26th inst., at 11.30 a.m.

June 24. Reply filed.

June 26. Hearing, 11.30 a.m. Counsel reports settlement. Board directs applicant's counsel to draft order and have same approved by counsel for respondents.

June 26. Order.

Friday, the Twenty-sixth Day of June, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the Municipal Corporation of the Village of Weston and the Toronto Suburban Railway Company. And in the matter of a certain agreement between the said municipality and the predecessors in title of the Toronto Suburban Railway Company, dated the 27th day of October, A.D. 1898.

Upon the application of the above-named municipality for an order directing, among other things, the removal of the tracks of the said railway company from their present position to the centre of the highway known as Weston Road: in the presence of counsel for the said municipality and the said railway com-

pany, and it appears that the parties have come to an agreement in reference to the matters in dispute on this application and other matters as hereinafter set out and that the said municipality has passed a by-law embodying the terms of the said settlement, such by-law being numbered 724, and the said parties consenting hereto;

1. This Board doth therefore order that the said by-law be and the same is hereby approved and confirmed.

2. It is further ordered that the said tracks are to be moved to and re-constructed in the centre of the highway and upon the said subway being widened, extended in the centre of the highway or in such position as may be determined by E. A. James, Esq., C.E., as engineer for the village, along the said Weston Road from the present terminus to the northerly limit of the said Village of Weston, the alignment of the tracks and the grades and the curves to be agreed upon by the said E. A. James, Esq., for the village, and H. K. Wicksteed, Esq., for the company.

3. And it is further ordered that the subway over the Weston Road at the north-westerly end of the village is to be widened to such a width as the Dominion Railway Board may order; and the application for the said widening to be made by the Village of Weston, and all proper parties, including the Grand Trunk Railway and the Township of York, are to be added as parties to said application if deemed advisable by the solicitors for the parties hereto.

4. And it is further ordered that such assessment as may be made by the Dominion Railway Board against the village or the railway company, or both of them, for the purpose of defraying the cost of widening or otherwise improving the said subway under the Grand Trunk Railway, shall be added together and each of the parties hereto shall pay one-half of the total of such addition.

5. And it is further ordered that the village is to pave the said Weston Road on each side of the track allowance from the south end of the village to the north end of the village; that part of the said highway between the rails and outside of the rails for a width of eighteen inches to be constructed by the company as hereinafter set forth.

6. And it is further ordered that the village is to dig out and prepare the track allowance on the said Weston Road for the railway company's ballast, ties and rails in a manner sufficient for the proper laying of the said ballast, ties and rails and to a depth and in a manner satisfactory to the engineers, E. A. James and H. K. Wicksteed.

7. And it is further ordered that the railway company is to re-construct its said tracks and shall fill in and maintain that part of the said highway between the rails and outside the rails for a width of eighteen inches with broken stone, the top two inches tar-bound, in such a manner as to form a good and uniform working surface for the passage of ordinary road traffic, the quality and size of stone and the quality and amount of tar and the manner of construction to be to the satisfaction of the said E. A. James and H. K. Wicksteed.

8. And it is further ordered that the company, in case the tracks are moved to the centre of the street, is to be permitted, in order to facilitate the car service, to construct a siding about opposite the Town Hall or at such other point in the said Weston Road in the said village as may meet the traffic requirements, the village to dig out and prepare the roadbed for the ballast, rails and ties in the same manner as provided in respect to the main line and the company to fill in and maintain in the same manner as provided in respect to the main line.

9. And it is further ordered that wherever under the terms of this order anything is referred to the engineers, E. A. James, Esq., and H. K. Wicksteed, Esq., and they are unable to agree, then in case of such disagreement the matter shall be decided by the engineer of the Ontario Railway and Municipal Board.

10. And it is further ordered that the provisions of the said agreement of the twenty-seventh day of October, A.D. 1898, shall stand except as varied by this order or by the order of the Dominion Railway Board.

11. And it is further ordered that if for any reason the village is unable to carry out its plan to pave the said highway at present, then the tracks of the company are to remain in their present position until the village is able to carry out its said plan when this order is to become fully operative in respect of paragraphs two (2), five (5), six (6), seven (7), eight (8) and nine (9), but in all other respects the terms and conditions of the settlement as embodied in this order and in respect of the widening of the said subway and cost thereof are to remain binding upon the parties.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Procedure File 2397.

Application by the Village of Burlington, under section 17 of "The Municipal Act," for annexation to the said village of part of the Township of Nelson.

May 11. Application and By-law No. 258 filed.

May 11. Appointment for hearing 27th inst., 11 a.m., Court House, Hamilton.

May 22. Appointment for hearing arranged for June 10th, 11 a.m., Court House, Hamilton, at request of counsel.

June 10. Hearing, 11.30 a.m. to 4 p.m. Application granted, annexation to take effect 1st Jan., 1915.

Dec. 30. Order settled and issued.

Wednesday, the Tenth Day of June, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C., *Chairman.*
A. B. Ingram, Esq., *Vice-Chairman*, and
H. N. Kittson, Esq., *Commissioner.*

In the matter of the application of the Corporation of the Village of Burlington for an order annexing to the said Village of Burlington certain lands in its vicinity.

Whereas by an Act passed by the Legislature of the Province of Ontario and known as "The Municipal Act," being Chapter 192 of the Revised Statutes of Ontario, 1914, it is enacted that the Ontario Railway and Municipal Board may, in the manner by the said Act provided, upon the application of a village, annex those lands which may seem proper and necessary for the carrying on of the administration of the said village;

And whereas the said Village of Burlington has made application for the annexation of certain lands and the said application and hearing thereof was advertised in the proper form as required under the said Act;

And whereas the Township of Nelson was served with a notice of the said hearing;

And whereas this Board has this day heard counsel for the said Village of Burlington, and also counsel for the residents of New Street and Brant Street, who were opposed to the said application;

It is ordered and declared that from and after the thirty-first day of December, A.D. 1914, the lands hereinafter described shall be incorporated in and with the municipality of the Corporation of Burlington, the said lands being: All and singular that portion of the Township of Nelson, in the County of Halton, adjoining said Village of Burlington, more particularly set out as follows:

Firstly. Commencing at a point on Brant Street in the Village of Burlington, said point being at the intersection of the dividing line between the Village of Burlington and the Township of Nelson, and the southern boundary of the Hamilton and Nelson Road; thence in a south-easterly direction along the centre of Brant Street, being the said dividing line between the Village of Burlington and the Township of Nelson, to a point on Brant Street where this line leaves the centre of Brant Street and passes at a course north 45 degrees, 30 minutes and 40 seconds east; thence along said line four chains from the easterly boundary of Brant Street to a point; thence north-westerly parallel with and distant two hundred and sixty-four feet (264 ft.) measured easterly from the aforesaid eastern limit of Brant Street and the production thereof northerly to a point in the southern limit of the Plains Road, being the road allowance between Concession Two and Three in the said township; thence along the said southern limit of the Plains Road in a south-westerly direction to the place of beginning.

Secondly. Commencing at a point in the dividing line between the north-easterly boundary of Brant's Block and the Township of Nelson, said point being four chains north-westerly from the north-western boundary of New Street; thence in a north-easterly direction parallel to and distant two hundred and sixty-four feet (264 ft.) from the said New Street in a straight line to the south-western boundary of the Guelph Road, being the road running in a north-westerly direction between Township Lots Numbers Fifteen and Sixteen in the Third Concession south of Dundas Street in the said Township of Nelson; thence in a south-easterly direction along the said boundary of the said Guelph Road to the point of the intersection of the same with the limits of the Village of Burlington; thence in a south-westerly direction along the north-westerly boundary of the Village of Burlington to the said dividing line between Brant's Block and the Township of Nelson; thence in a north-westerly direction along the said dividing line to the place of beginning.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2399.

Thursday, the Sixteenth Day of July, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Corporation of the Township of Ops, under Section 20 of "The Municipal Amendment Act, 1914," for approval of its By-law No. 753, to provide for laying out a highway less than 66 feet in width.

Upon the application of the said Corporation, and upon reading the copy of the said By-law No. 753, and other material filed.

The Board orders that the said By-law No. 753, intituled "By-law Number 753 of the Corporation of the Township of Ops," be and the same is hereby approved under and in pursuance of the provisions of Section 479 of "The Municipal Act," as re-enacted by Section 20 of "The Municipal Amendment Act, 1914."

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal)

Thursday, the Sixteenth Day of July, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Corporation of the Township of Manvers, under Section 20 of "The Municipal Amendment Act, 1914," for approval of its By-law No. 832, to provide for layout of a highway less than sixty-six feet in width.

Upon the application of the said Corporation, and upon reading the copy of the said By-law No. 832, and the other material filed.

The Board orders that the said By-law No. 832, intituled "By-law Number 832 of the Corporation of the Township of Manvers," be and the same is hereby approved under and in pursuance of the provisions of Section 479 of "The Municipal Act" as re-enacted by Section 20 of "The Municipal Amendment Act, 1914."

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal)

PROCEDURE FILE 2403.

Friday, the 8th Day of May, 1914.

BEFORE:

D. M. McINTYRE, K.C., *Chairman.*
A. M. INGRAM, *Vice-Chairman.*

In the Matter of the grade separation of the tracks of the Canadian Pacific Railway Company and the Canadian Northern Railway Company at Yonge Street Crossing, in the City of Toronto, and in the matter of the Toronto & York Radial Railway Company, Metropolitan Division.

Applicant,

—and—

The Corporation of the City of Toronto.

Respondent,

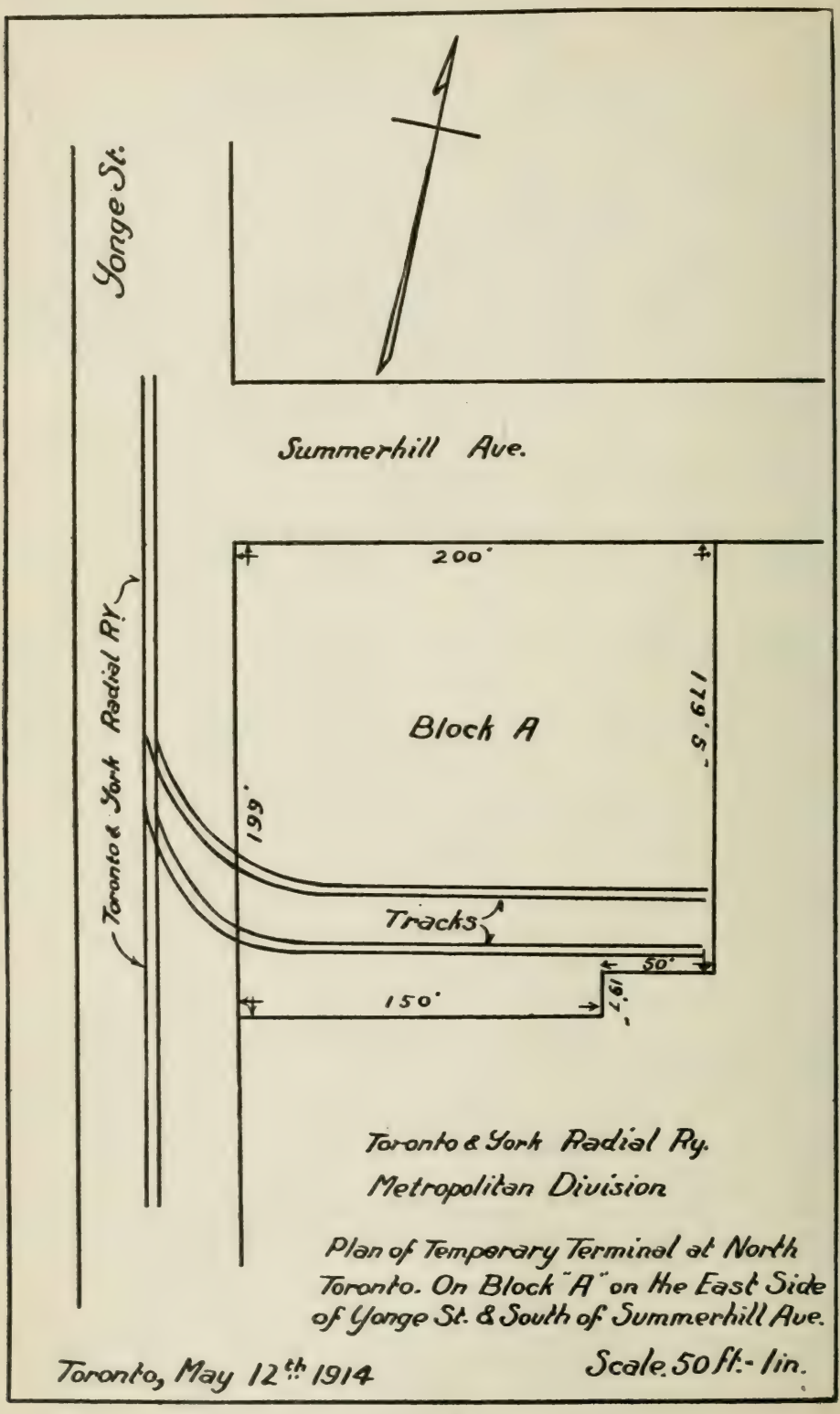
Upon the application of the Toronto and York Radial Railway Company, and it appearing that owing to the work and excavations in connection with the grade separation of the tracks of the Canadian Pacific Railway Company and the Canadian Northern Railway Company at the Yonge Street Crossing, the operation of the Applicant's Railway will be interfered with during construction work, and that it will be necessary to provide temporary means of taking care of the applicant's traffic and business during said period; and it appearing that the applicant has obtained the requisite leave and license of the owners of Block "A" on the south-east corner of Summerhill Avenue and Yonge Street for the purpose: in presence of counsel for the applicant and counsel for the respondent and the Commissioner of Works of the respondent Corporation appearing and consenting to the location of the applicant's station at such point and of the crossing of Yonge Street as shown on plan annexed hereto;

It is ordered that the applicant pending the construction work on the said grade separation and until further order, but in no case beyond the 25th day of June, 1915, the day of expiry of the applicant's franchise on that part of Yonge Street herein mentioned, be at liberty and it is hereby authorized to construct and operate tracks, rails and other appliances necessary for the operation of its railway from Yonge Street unto and upon the parcel of land known as Block "A" on the south-east corner of Summerhill Avenue and Yonge Street as shown on the annexed plan or sketch;

And it is further ordered that while no order is now made as to costs or expenses, the applicant be at liberty to make application in respect thereof to the Dominion Railway Board or to this Board.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)
9 R.M.


Yonge St.
Summerhill Ave.
200'
179.5'
Block A
199'
Toronto & York Radial Ry.
Tracks
50'
150'
19.7'
Toronto & York Radial Ry.
Metropolitan Division
Plan of Temporary Terminal at North Toronto. On Block "A" on the East Side of Yonge St. & South of Summerhill Ave.
Toronto, May 12th 1914
Scale 50 ft.- 1 in.

PROCEDURE FILE 2407.

Thursday, the Eleventh Day of June, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

BETWEEN:

THE SOUTH MALAHIDE TELEPHONE ASSOCIATION, LIMITED.

Applicant,

—and—

THE AYLMER AND MAPLETON TELEPHONE COMPANY, LIMITED,

Respondent.

Upon the application of the above named applicant and upon reading the agreement between the applicant and respondent, dated the 16th day of March, A.D. 1914, and the other material filed,

The Board orders that the said agreement be and the same is hereby approved under and in pursuance of section 34 of "The Ontario Telephone Oct," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint rescind this order and withdraw its approval of the above-mentioned agreement and require the same to be altered, amended, varied, or otherwise changed or modified as to the said Board may seem requisite or proper,

And the Board makes no order for costs except that the applicant shall pay $5.00 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2408.

Friday, the Twelfth Day of June, A.D., 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of The Bond Telephone Association and The Bell Telephone Company of Canada, Limited, Section 34 of "The Ontario Telephone Act" for the approval of an Agreement providing for interchange of telephone service.

Upon the application of The Bond Telephone Association and The Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 4th day of May, A.D. 1914, by and between The Bell Telephone Company of Canada, Limited, and The Bond Telephone Association, duplicate of which Agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite and proper.

The Board makes no order for costs, save and except that the Bond Telephone Association and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2414.

Friday, the Twelfth Day of June, A.D. 1914.

Before:

D. M. McIntyre, Esq., K.C., *Chairman.*
A. B. Ingram, Esq., *Vice-Chairman,* and
H. N. Kittson, Esq., *Commissioner.*

In the matter of the Application of The Northern Mutual Telephone Association and The Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for interchange of service.

Upon the application of the Northern Mutual Telephone Association and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 7th day of May, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Northern Mutual Telephone Association, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Northern Mutual Telephone Association and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 2418.

Friday, the Twelfth Day of June, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of The Byron Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for the interchange of service.

Upon the application of the Byron Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made on the 14th day of May, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Byron Telephone Company, Limited, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite and proper.

The Board makes no order for costs, save and except that the Byron Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2421.

Friday, the Twelfth Day of June, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman,
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Alnwick Rural Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for the interchange of service.

Upon the application of the Alnwick Rural Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 15th day of May, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Alnwick Rural Tele-

phone Company, Limited, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls), be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite and proper.

The Board makes no order for costs, save and except that the Alnwick Rural Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2427.

Application by Geo. E. Mills, Owner, under "The City and Suburbs Plans Act," for approval of part Lot No. 9, Con. IV., Township of Barton, City of Hamilton.

May 23rd. Objection filed by the City of Hamilton.

June 1st. Application filed.

June 10th. Hearing, pursuant to appointment, 11 to 11.45 a.m. View, 4 to 5.30 p.m.

June 24th. Plan approved and certified.

Procedure File 2428.

Wednesday, the Twenty-ninth Day of July, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the application of the Corporation of the Village of Burlington, under Section 295 of "The Municipal Act," for validation of its By-law No. 240, as amended by By-law No. 266, and the debentures thereunder ($6,049.04 for construction granolithic sidewalks).

Upon the application of the said Corporation, and upon reading the notice of application filed by William Morrison, Esq., B.A., solicitor for the applicant, the statutory declaration of James S. Allen, Clerk of the said village, the copy of By-law No. 240, and copy of By-law No. 266, and the other material filed.

The Board orders that the said By-law No. 240, intituled "By-law No. 240. A by-law to provide for the borrowing of money by the issue of debentures to pay for the construction of certain granolithic sidewalks in the Village of Bur-

lington," as amended by said By-law No. 266, be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act," that certificates be granted approving the said by-laws of the Corporation of the Village of Burlington, and declaring the same valid and binding, and that their validity is not open to question in any court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-laws be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McIntyre,

Chairman.

(Seal)

Procedure File 2429.

Wednesday, the Twenty-ninth Day of July, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C., *Chairman.*
A. B. Ingram, Esq., *Vice-Chairman,* and
H. N. Kittson, Esq., *Commissioner.*

In the matter of the application of the Corporation of the Village of Burlington, under Section 295 of "The Municipal Act," for validation of its By-law No. 250, as amended by By-law No. 265, and the debentures thereunder ($10,267.55 for construction granolithic sidewalks).

Upon the application of the said Corporation, and upon reading the notice of application filed by William Morrison, Esq., solicitor for the applicant, the statutory declaration of James S. Allen, clerk of the said village, copy of each of the said by-laws, and the other material filed.

The Board orders that the said By-law No. 250, intituled "By-law No. 250. A by-law to provide for the borrowing of money by the issue of debentures to pay for the construction of certain granolithic sidewalks in the Village of Burlington," as amended by said By-law No. 265, be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act," that certificates be granted approving the said by-laws of the Corporation of the Village of Burlington, and declaring the same valid and binding, and that their validity is not open to question in any court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-laws be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McIntyre.

Chairman.

(Seal)

PROCEDURE FILE 2433.

Wednesday, the Twenty-seventh Day of May, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application of The Lake Huron & Northern Ontario Railway Company, for the temporary approval of the freight mileage tariff hereto annexed.

Upon the application of the said company and upon reading the freight mileage tariff hereto annexed.

The Board orders that the said freight mileage tariff (hereto annexed) be and the same is hereby approved as a temporary special tariff, to remain in force for thirty days from the date of this order and, at the expiration of such thirty days, to lapse unless further extended by the Board.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

THE LAKE HURON AND NORTHERN ONTARIO RAILWAY COMPANY.

Freight Mileage Tariff.

Distance Miles		Classes in cents per 100 pounds									
Over	Not over	1	2	3	4	5	6	7	8	9	10
...	5	8	7	6	5	4	4	4	3	3	3
5	10	10	8	7	6	5	5	4	4	4	4
10	15	12	10	8	7	6	6	5	4	4	4
15	20	15	12	10	8	7	6	6	5	5	5

NOTE.—These rates do not absorb any switching charges.

(Governed by Canadian Freight Classification.)

Approved as a temporary special tariff to be in force for 30 days from date 27th May, 1914.

(Sgd.) D. M. McINTYRE,
Chairman Ontario Railway and Municipal Board.

PROCEDURE FILE 2435.

Friday, the Twelfth Day of June, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application of the Bobcaygeon Rural Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an agreement providing for interchange of service.

Upon the application of the Bobcaygeon Rural Telephone Company, Limited, and the Bell Telephone Company, of Canada, Limited, and upon reading the memorandum of agreement, made the 5th day of May, A.D. 1914, by and between the Bell Telephone Company, of Canada, Limited, and The Bobcaygeon Rural Telephone Company, Limited, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, or varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Bobcaygeon Rural Telephone Company, Limited, and The Bell Telephone Company, of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,

Chairman.

(Seal)

Procedure File 2436.

The Ottawa and New York Railway Co., The New York and Ottawa Railway Co., and New York Central Lines,

—and—

The Municipal Corporation of the Township of Cornwall.

(Assessment Appeal.)

May 28. Notice of appeal filed.
June 4. Hearing adjourned 'sine die' by consent.
Sept. 23. Hearing pursuant to appointment. 11.30 a.m. to 12.50 p.m. Judgment reserved.
Oct. 7. Judgment delivered dismissing appeal.
Oct. 7. Order.

Ottawa and New York Railway Company, et al,

Applicants,

—and—

Township of Cornwall,

Respondents.

(Assessment Appeal.)

Opinion of the Board.

This is an appeal by the Ottawa & New York Railway Company, the New York & Ottawa Railway Company, and the New York Central lines, against the assessment of an international bridge between Canada and the United States, or so much of it as lies north of the international boundary. This portion of the bridge is situated within the limits of the municipal corporation of the Township of Cornwall, and was assessed for the year 1914 at the sum of $300,000. The assessment was confirmed on appeal to the Court of Revision, and from the adjudication of the latter body this appeal is taken.

The respondent waives any objection to the sufficiency or validity of the appeal in view of the holding of the Board in other cases that no appeal lies to the Board directly from the Court of Revision, but only from the District or County Judge. This appeal by consent is to be dealt with as if it were an appeal from a decision of the County Judge. The amount of the assessment is not questioned, the appellants resting solely on the legal objection that the bridge is not assessable.

Briefly, the facts as stated by the appellants are these. The bridge north of the international line was built by The Ottawa & New York Railway Company —a company incorporated by Act of Parliament of Canada—and is still owned by it. The part of the bridge south of the international line was built by The Cornwall Bridge Company, an American corporation. In order that the two sections of the bridge might be operated uniformly, a holding company, The New York & Ottawa Bridge Company, was incorporated in the United States, and to this company both sections of the bridge have been leased. The bridge is used exclusively for the purposes of the railway trains of The Ottawa & New York Railway and The New York Central Railway, except that to accommodate the Indians of the Cornwall Island Reserve, sidewalks for foot passengers were provided, and are maintained on each side of the bridge.

Admittedly this bridge resting on piers planted on the bed of the St. Lawrence, or on islands in the river, is real property as defined by the Assessment Act. As such, but for Section 47 of that Act, to be presently referred to, it would be assessable by force of Section 5 of that Act, it not falling within any of the classes of property expressly by that section exempted from taxation. Section 47, however, provides a special code for the assessment of railways, and the liability of this bridge to taxation must be determined by its provisions. The first subsection obliges every steam railway company to furnish to the clerk of the municipality in which any part of the company's real property is situate, a statement showing the real property of the company, and its value. Paragraphs (*a*), (*b*) and (*c*) of this subsection define specific kinds of lands, which with their several values, are to be included in the statement. None of these specifically defined lands is properly applicable to the bridge, the subject matter of the assessment in appeal, from which it must follow that paragraph (*d*), by reason of its comprehensive terms, does embrace such a bridge, it reading: "(*d*) The real property, other than aforesaid, in actual use and occupation by the company, and its assessable value as hereinafter mentioned."

Clearly then under this paragraph of subsection (1) of Section 47, it was the duty of the appellants, or one of them, to include in the statement furnished to the clerk of the respondent, the bridge and its assessable value.

Subsection (2) of Section 47, defines the duty of the assessor in assessing railway land and property. Is it his duty to assess this bridge? The classes of property comprised in paragraphs (*a*) and (*b*) do not include such a bridge. Paragraph (*c*) declares that "structures, substructures, superstructures, etc.," upon, in, over, under or affixed to any highway, street or road, shall with two classes of excepted property, be assessed. The exceptions are (1) structures, etc., which are affixed to a highway, street or road merely crossed by a railway, and (2) bridges and tunnels in, out, under or forming part of any highway. Mr. Scott for the appellants contends that the River St. Lawrence is a "highway," that the bridge is over it, and therefore exempt under the last named exception; further, the river, being such highway, and being merely crossed by the railway, the bridge (a structure or superstucture) is exempt under the first named exception. To this contention the Board cannot accede. Nowhere in the Assessment Act or the Municipal Act—an Act in pari materia—is the term highway used as embracing a river or navigable water. "Highway" is defined in the Municipal Act as meaning "a common and public highway" which shall "include a street and a bridge forming part of a highway or on, over or across which a highway passes," a definition too narrow to comprehend a river or navigable water. If further confirmation were required that the term "highway" as used in these Acts excludes a waterway, it may be found in the use of the term "highway" in the group of sections in the Municipal Act, imposing on municipal corporations the duty to repair. Again in Clause 5 of paragraph (*h*) of Section 2 of the Assessment Act, when certain things are declared to be embraced in the terms "Land, Real Property and Real Estate," the words are "all structures and fixtures erected or placed upon, in, over, under or affixed to any highway, lane or other public communication or water, etc." Clearly the Legislature did not consider that the fixation of a bridge or other structure to a "highway" was equivalent to its fixation to the bed of a river for if so, the use of the word "water" in the above definition would be superfluous. Besides this, applying the canon of interpretation *noscitur a sociis,* the association of the word "highway" in this section with the words "street" and "road" leaves no doubt that the Legislature intended that the term "highway" should have a meaning too restricted to embrace a river or waterway. The conclusion of the Board is that a bridge over a great river such as this, is not a bridge designated or intended to be designated in paragraph (*c*) of subsection (2) of Section 47, either under the specific term "bridge" over a highway, or the generic term "structure" across a highway, but that it is included under the comprehensive terms used in paragraph (*d*) of subsection (2), and is assessable as therein provided. It is admitted that subsection (3) of Section 47 has no application, the bridge in question not being on railway lands.

The conclusion of the Board as to the validity of this assessment is supported by the opinion of Mr. Justice Britton, and the authorities cited by him, in an action to which the parties to this appeal were parties, reported in 29 O. L. R. 522.

The appeal is dismissed without costs to either party. The appellants will pay $10.00 in law stamps on the order.

(Sgd.) D. M. McIntyre,
Chairman.

Toronto, the 7th Day of October, A.D. 1914.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Wednesday, the 7th Day of October, A.D. 1914.

BETWEEN:

The Ottawa and New York Railway Company, The New York and Ottawa Railway Company, and The New York Central Lines,

Appellants,

—and—

The Municipal Corporation of the Township of Cornwall,

Respondents.

This appeal coming on to be heard before the Ontario Railway and Municipal Board, the respondents waiving any objections to the sufficiency or validity of the appeal in view of the holding of this Board that no appeal lies directly from the Court of Revision, and upon hearing the statement of facts and counsel for the appellants and respondents, and judgment having been reserved until this day;

It is ordered and adjudged that the appeal herein be dismissed without costs.

It is further ordered that the appellants shall pay the sum of ten dollars ($10.00) in law stamps on this order.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 2447.

BETWEEN:

John Alexander Jamieson, David Jamieson, Chas. Wm. Jamieson and Janet Elizabeth Ferguson,

Applicants,

—and—

The Hydro-Electric Power Commission of Ontario,

Respondents.

(Application, under sec. 29, Chap. 35, R.S.O., and sec. 9, Chap. 39, R.S.O., to fix compensation for lands to be taken).

June 2. Application filed.
June 4. Reply directed within ten days.
June 16. Reply of Hydro-Electric Power Commission filed.
June 24. Appointment for hearing, July 9th, 10 a.m., Town Hall, Renfrew.
July 9. Hearing, 11 a.m. to 12.30 p.m. and 2 p.m. to 6.15 p.m.
July 10. Hearing, 10 a.m. to 12 a.m., 1.30 to 5 p.m., and 7 to 9.45 p.m.

July 11. Hearing, 9.30 to 10 a.m. Adjourned 'sine die' for argument and for report re applicant's books and profits of one auditor on behalf of applicants and one auditor on behalf of respondents. (See reporter's notes.)

Nov. 24. Hearing continued 11.30 a.m. to 12 p.m. and adjourned 'sine die' to date to be arranged with counsel. Applicants allowed to amend by increasing claim for loss of profits to $8,000 but to give respondents particulars of such increased claim.

Dec. 12. Amended claim for loss of future trade and good will filed by applicants.

Dec. 22. Hearing continued 2.30 to 5.45 p.m., adjourned to 10.30 a.m., to-morrow.

Dec. 23. Hearing continued 10.30 a.m. to 4.15 p.m. Judgment reserved.

PROCEDURE FILE 2449.

Jos. Gibbons, Agent, Toronto Railway Employees Union,

Applicant,

—and—

Toronto Railway Company,

Respondent.

(Application for aisle in summer cars for Conductors.)

June 4th. Application filed.

June 9th. Hearing, pursuant to appointment, 11.30 a.m. to 1 p.m. Adjourned to Sept. 24th, at 11.30 a.m.

Sept. 24th. Hearing, 11,30 a.m. to 12,30 p.m., adjourned to 1st Oct., at 11.30 a.m.

Oct. 1st. Hearing 11.30 a.m., adjourned to 12.15 p.m. and continued to 1.30 p.m. Judgment reserved pending Report of Expert to be appointed by the Board.

PROCEDURE FILE 2437.

The Malahide & Bayham Telephone Co., Ltd.,

Applicant,

—and—

The South Malahide Telephone Co., Ltd.,

Respondent.

May 27th. Reply and counter application filed.

May 28th. Appointment for hearing June 2nd, 2.30 p.m., at Ingersoll.

May 30th. Application filed.

June 2nd. Hearing adjourned to July 3rd, 2.30 p.m., at Aylmer, at request of counsel.
June 30th. Hearing adjourned at request of counsel.
July 6th. Hearing further adjourned to July 15th, at request of counsel.
July 15th. Hearing, judgment reserved pending report of Board's expert.
Sept. 25th. Report of Board's expert filed.
Dec. 17th. Order.

Thursday, the Seventeenth Day of December, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.

A. B. INGRAM, Esq.,
Vice-Chairman, and

H. N. KITTSON, Esq.,
Commissioner.

BETWEEN:

The Malahide and Bayham Telephone Company, Limited,

Applicants,

—and—

The South Malahide Telephone Company, Limited,

Respondents.

Upon the application of the above named applicants and respondents respectively, in presence of the applicants and respondents, upon hearing the evidence adduced on behalf of the applicants and respondents, and upon hearing counsel for the applicants and respondents,

The Board orders:

1. That by consent the applicants are hereby granted permission to remove their switchboard from Calton to Richmond, and that all lines now terminating upon their switchboard at Calton, or upon such Calton switchboard or any other switchboard, be carried to and attached to the applicants' switchboard at Richmond with the exception of one line heretofore running from Vienna to Griffin's Corner and Calton, which last mentioned line is to be attached to the applicants' switchboard at Straffordville instead of Richmond, and that the applicants furnish an efficient continuous night and day service at their Richmond switchboard, Sundays included.

2. The Board further orders that as regards Paragraphs One and Two of the Agreement referred to in the application herein the applicants may retain their

six subscribers now upon party lines within the Town of Aylmer, but such number shall not be increased nor shall such telephone be transferred by sale, but they or any of them may be maintained during the period of said agreement by transmission or descent, provided, however, that no one of these six subscribers shall use his telephone for the purpose of connecting East of Richmond, thereby evading the toll properly chargeable.

3. It is further ordered and declared that the applicants' subscribers upon the seven party lines between Aylmer and Richmond are entitled to switching as amongst the said seven lines of the Aylmer switchboard of the respondents.

4. It is further ordered and declared that the telephone subscribers of the applicants upon their seven party lines between Aylmer and Richmond are entitled to switching and exchange free of charge with the Sparta Telephone Company, the Yarmouth Rural Telephone Company, and the Houghton Company, or with any other company with whom the respondents have a free switching agreement.

And the Board makes no order for costs, save and except that the applicants and respondents shall each pay $5.00 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

PROCEDURE FILE 2477.

Application by Wallacetown & Lake Shore Telephone Association, under Section 31 of "The Ontario Telephone Act," for approval of increased tariff charges.

June 11th. Application filed.

June 12th. Appointment for hearing, July 2nd, 1.30 p.m., Town Hall, Dutton.

July 2. Hearing.

Aug. 18th. Order.

PROCEDURE FILE 2477.

Tuesday, the Eighteenth Day of August, A.D. 1914.

BEFORE:

D. M. McIntyre, Esq., K.C., *Chairman.*
A. B. Ingram, Esq. *Vice-Chairman,* and
H. N. Kittson, Esq., *Commissioner.*

In the matter of the Application of the Wallacetown and Lake Shore Telephone Association for authority to increase its charges for telephone service from $6.00 per annum to $8.00 per annum.

Whereas, pursuant to the provisions of Section 9 of "The Ontario Railway and Municipal Board Act," A. B. Ingram, Esquire, Vice-Chairman of the Board, was authorized by the Board to report upon the said application, and the said A. B. Ingram, Esquire, did, at a hearing at the Town Hall, Dutton, inquire into the said application and made a report thereupon to the Board.

Upon reading the report of A. B. Ingram, Esquire, the stenographer's notes of the evidence submitted, and other material filed,

The Board orders, subject to the several conditions prescribed in this order, that leave be granted to the applicant to charge the undermentioned tariff charge for telephone service in so far as such charge may be applicable to those subscribers who are resident in any township where such tariff charge is not inconsistent with the terms of any by-law in force in any such township, or the terms of any valid agreement between such township and the applicant.

For Rural Party Line service ..... $8.00 per annum.

And the Board further orders that the tariff charge authorized by this order shall be subject to the terms of any contracts which may exist between the subscribers of the applicant's system and the applicant, and shall only take effect upon the expiration of such contracts as they may be terminated from time to time.

And the Board makes no order for costs save and except that the applicant shall pay $10.00 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2549.

Application by Geo. Towle, et al, under Section 38 of "The Ontario Telephone Act," complaining that the Rose Mutual Telephone Club has failed to do certain acts, matters or things required by the above section.

July 14th. Application, etc., filed.

July 29th. Hearing.

Sept. 10th. Agreement assigning interests held by John Orr, et al, in old organization to the Rose Mutual Telephone Club filed.

Procedure File 2451.

Tuesday, the Twenty-third Day of June, A.D. 1914.

Before:

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the Application of the Riverside Telephone Association and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an agreement providing for interchange of service.

Upon the application of the Riverside Telephone Association and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 22nd day of May, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Riverside Telephone Association, duplicate of which agreement has been filed in the office of the Board,

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Riverside Telephone Association and the Bell Telephone Company of Canada, shall each pay the sum of $2.50 for the law stamps required for this order.

D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2452.

Tuesday, the Twenty-third Day of June, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Fourth Line Telephone Association and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act" for the approval of an Agreement providing for interchange of service.

Upon the application of the Fourth Line Telephone Association and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 7th day of May, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Fourth Line Telephone Association, duplicate of which Agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Fourth Line Telephone Association and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

D. M. McINTYRE,
Chairman

(Seal)
10 A.M.

PROCEDURE FILE 2453.

Tuesday, the Twenty-third Day of June, A.D. 1914.

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the Application of the King Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act" for the approval of an Ageement providing for interchange of service.

Upon the application of the King Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 28th day of May, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the King Telephone Company, Limited, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save an except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the King Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2454.

Grand Trunk Railway Company,

Appellant,

—and—

The Corporation of the Town of Midland,

Respondent.

(Assessment Appeal, $256,000.)

June 5th. Notice of appeal filed.

July 2nd. Appeal withdrawn pending appeal to County or District Judge.

Oct. 9th. Notice of appeal from decision of County Judge filed by Town of Midland.

Oct. 16th. Counter appeal, from County Julge's decision, filed by Grand Trunk Railway Company.

Nov. 10th. 9 a.m., view by Board. Hearing, 10 a.m. to 2.45 p.m. Judgment reserved.

PROCEDURE FILE 2462.

Friday, the Twelfth Day of June, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the Application of the Municipal Corporation of the Township of Brooke and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for interchange of service.

Upon the application of the Municipal Corporation of the Township of Brooke and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 13th day of May, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Municipal Corporation of the Township of Brooke, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Municipal Corporation of the Township of Brooke and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal)

PROCEDURE FILE 2463.

Application of the Peterborough Radial Railway Co., for approval of proposed re-location and extension of Railway in the City of Peterborough.

June 8th. Application and resolution of City Council filed. Appointment for hearing 11th inst., at 11 a.m., at the Board's Chambers.

June 11th. Hearing, 11.30 a.m. to 12 m. Application to be granted on filing of additional material as directed by Chairman. (See Reporter's Notes.)

Thursday, the Eleventh Day of June, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. B. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Peterborough Radial Railway Company, hereinafter called "the Applicant Company," under Section 250 of "The Ontario Railway Act," Chap. 195, R.S.O., 1914, for authority to re-locate and extend its railway tracks in the City of Peterborough and in the Township of North Monaghan, Province of Ontario, all as shown on the Plan dated May 15th, 1914, on fyle with the Board under Fyle No. 2463.

Upon hearing the application in the presence of the General Manager, the Local Manager and the Assistant-Secretary of the applicant Company, and what was alleged at the hearing, and upon consideration of the terms of the franchise granted by the Municipal Corporations of the City of Peterborough, and the Township of North Monaghan to the applicant company, and the resolution of the Municipal Council of the City of Peterborough, dated the 2nd day of June, 1914, agreeing to the re-location and extensions of said railway tracks, certified copies of said Franchises and Resolution being filed with the application,

It is ordered that the applicant company be, and it is hereby authorized to re-locate and extend its railway tracks in the City of Peterborough and in the Township of North Monaghan on the following streets and highways, viz.,

To remove its tracks and overhead work from Lake and Lock Streets, between George and Romaine Streets, and place tracks and overhead work upon George and Romaine Streets between Lake and Lock Streets, and also to extend its railway on Charlotte Street from Park Street to the Monaghan Road, and on the Monaghan Road from Charlotte Street to Patterson Street, the work to be done and the railway to be constructed and maintained in accordance with the terms of the franchises above mentioned, as shown in the said plan on file with the Board under Fyle No. 2463.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2464.

Application by R. W. Hamilton, et al, under Section 21 of "The Municipal Act," for annexation to the City of Toronto of that part of the Township of York known as Cedar Vale District.

June 8th. Petition and resolution of the City Council filed.

June 25th. Hearing, pursuant to appointment. Annexation decreed on 2nd July, 1914, subject to Report of W. A. Clarke, Township Clerk, *re* Petition to be filed by that date. Hearing adjourned to 11.30, 2nd July, 1914.

July 2nd. Township Clerk's certificate filed, certifying petition as sufficient. Mr. W. A. Werrett tenders 91 letters from petitioners asking to have their names withdrawn from petition.

July 3rd. Application stands at request of Counsel for petitioners.

Sept. 17th. Hearing continued, 11.30 a.m. to 1.15, pursuant to appointment. Judgment reserved.

Sept. 21st. Petition dismissed.

PROCEDURE FILE 2465.

BEFORE:

D. M. McINTRYE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Rosedale Rural Telephone Association and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for interchange of service.

Upon the application of the Rosedale Telephone Association and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 2nd day of June, A.D 1914, by and between the Bell Telephone Company of Canada, Limited, and the Rosedale Rural Telephone Association, duplicate of which Agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rents, rates or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order, and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Rosedale Rural Telephone Association and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2467.

Friday, the Twelfth Day of June, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Houghton and Bayham Telephone Company, under Subsection (1) of Section 8 of the "Ontario Telephone Act" for an order approving By-Laws Nos. 386 and 373 of the Municipal Corporation of the Township of Houghton.

Upon the application of the applicant, and upon reading certified copy of By-laws Nos. 386 and 373 of the Municipal Corporation of the Township of Houghton.

The Board orders that the said By-laws Nos. 386 and 373 of the Municipal Corporation of the Township of Houghton, granting to applicant the right to use any of the highways in the aforesaid municipality for the erection of poles and

wires thereon for the purpose of the business of the said applicant, in accordance with subsection (1) of section 8 of "The Ontario Telephone Act," be and the same is hereby approved.

And the Board makes no order for costs, save and except that the applicant shall pay $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2468.

Friday, the Twelfth Day of June, A.D. 1914.

Before:

D. M. McIntyre, Esq., K.C.
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the Application of the Houghton and Bayham Telephone Company, under the provisions of Subsection (1) of Section 8 of "The Ontario Telephone Act" for an order approving By-Law Number 165 of the Muncipal Corporation of the Township of North Walsingham.

Upon the application of the applicant, and upon reading certified copy of By-law No. 165 of the Municipal Corporation of the Township of North Walsingham,

The Board orders the said By-law No. 165 of the Municipal Corporation of the Township of North Walsingham, granting to the applicant the right to use any of the highways in the aforesaid municipality for the erection of poles and wires thereon for the purpose of the business of the said applicant, in accordance with the provisions of Subsection (1) of Section 8 of "The Ontario Telephone Act," be and the same is hereby approved,

And the Board makes no order for costs, save and except that the applicant shall pay $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2469.

Friday, the Twelfth Day of June, A.D. 1914.

Before:

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the Application of the Houghton and Bayham Telephone Company, under the provisions of Subsection (1) of Section 8 of "The Ontario Telephone Act" for an order approving By-law No. 738 of the Municipal Corporation of the Township of Bayham.

Upon the application of the applicant, and upon reading certified copy of By-law No. 738 of the Municipal Corporation of the Township of Bayham.

The Board orders that the said By-law No. 738 of the Municipal Corporation of the Township of Bayham, granting to the applicant the right to use any of the highways in the aforesaid municipality for the erection of poles and wires thereon for the purpose of the business of the said applicant, in accordance with the provisions of Subsection (1) of Section 8 of "The Ontario Telephone Act," be and the same is hereby approved,

And the Board makes no order for costs, save and except that the applicant shall pay $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2470.

Friday, the Twelfth Day of June, A.D. 1914.

Before:

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N Kittson, Esq.,
Commissioner.

In the matter of the Application of the Houghton and Bayham Telephone Company, under the provisions of Subsection (1) of Section 8 of the "Ontario Telephone Act," for an order approving By-law Number 376 of the Municipal Corporation of the Village of Vienna.

Upon the application of the applicant, and upon reading certified copy of By-law No. 376 of the Municipal Corporation of the Village of Vienna,

The Board orders that the said By-law No. 376 of the Municipal Corporation of the Village of Vienna, granting to the applicant the right to use any of the highways in the aforesaid municipality for the erection of poles and wires thereon for the purpose of the business of the said applicant, in accordance with the provisions of Subsection (1) of Section 8 of "The Ontario Telephone Act," be and the same is hereby approved,

And the Board makes no order for costs, save and except that the applicant shall pay $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre.
Chairman.

(Seal)

Procedure File 2473. (P. 200.)

June 16th

The Chairman of the Ontario Railway and Municipal Board, Toronto.

Sir,—I have examined the plans for the trestle bridge over the Humber River for the Toronto Suburban Railway, Drawings Nos. D.43-1, D.43-2, D.43-3, and have to report as follows:—

The portion of this bridge shown on these plans consists of two steel towers, each about 60 feet high, each tower being 40 ft. 4 in. long by 8 ft. wide. The centre span between towers consists of two plate girders 95 ft. 4 in. out to out, and the spans between the tower bents consists of two plate girders, each 40 ft. 4 in. out to out. Each tower is braced longitudinally and transversely by diagonal angles and struts, the latter composed of four angles laced.

The loading is Class Heavy of your Board's specifications with impact and wind loading added.

I have gone carefully all through the calculations for this bridge, and the results agree very closely with those given on the above plans and with your Board's specifications; I therefore recommend your approving the same, but the approval, of course, does not include the rest of the bridge which is not given on these plans, and will likely be sent in by the Company later.

Yours truly,

H. W. MIDDLEMIST.

PROCEDURE FILE 2478.

Wednesday, the Seventh Day of October, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

BETWEEN:

The Plummer-Aberdeen and Galbraith Rural Telephone Association,

Applicant,

—and—

The Rose Mutual Telephone Club,

Respondent.

Whereas, pursuant to the provisions of Section 9 of "The Ontario Railway and Municipal Board Act," A. B. Ingram, Esquire, Vice-Chairman of the Board, was authorized by the Board to report upon the said application, and the said A. B. Ingram, Esq., did, at Rydal Bank on the 19th day of July, A.D. 1914, inquire into the said application and made report thereon to the Board.

Upon reading the report of A. B. Ingram, Esquire, the stenographer's notes of the evidence submitted, and other material filed,

The Board orders:

(1) That the respondent shall furnish to the applicant the necessary pin space upon the poles of the respondent now erected or in course of erection, to carry not exceeding two metallic circuits to be erected by the applicant from Bethune's corners to a point on the Cloudslee Road, where the circuits of the repondent's system now connect with the circuits of the Bell Telephone Company of Canada, Limited.

(2) That the applicant shall pay to the respondent, as a rental during the period in which the applicant's circuits shall occupy pin space upon the poles of the respondent's system, the sum of six cents per metallic circuit per pole per annum.

(3) That in the event of it being necessary, in order to carry the circuit's of the applicant's system upon the poles of the respondent's system, to erect additional cross-arms or brackets, the applicant shall pay to the respondent its share of the cost of erecting such additional cross-arms or brackets in proportion to the space so occupied upon such additional cross-arms or brackets by the circuits of the applicant's system.

And the Board makes no order for costs, save and except that the applicant and respondent shall each pay the sum of $5.00 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2479.

Application by the Guardian Trust Company, Owner, under "The City and Suburbs Plans Act," and Section 20 of "The Municipal Amendment Act, 1914," for approval of Plan of Lot 6 and part Lot 7, Registered Plan 104 and lands to West thereof, and parts of Plans 241 and 204E, Toronto. (Narrow Highway.)

June 12th. Application and material filed.

June 13th. Appointment for hearing 30th inst., at 11.30 a.m., objection having been filed by Toronto Civic Guild.

June 30th. Hearing, 11.30 a.m. to 12 noon. Adjourned to 7th prox., at 11 a.m., for view, etc.

July 21st. Amended plan approved and certified.

Procedure File 2482.

Thursday, the Thirteenth Day of August, A.D, 1914.

Before:

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the Application of the Corporation of the Town of Waterloo, under Subsection 3 of Section 400 of "The Municipal Act," for approval of its By-law No. 516, $26,000 for extensions and improvements to the Gas, Electric Light and Waterworks.

Upon the application of the said Corporation, and upon reading the Notice of Application filed by Arthur Byron McBride, Esq., Solicitor for the applicant, the affidavits of John R. Kaufman, Mayor, Aloyes Bauer, Chairman of the Board of Water and Light Commissioners, Cyrus W. Schiedel, Secretary-Treasurer of the Board of Water and Light Commissioners, of the said town, the certified copy of the said By-law, and the other material filed, and upon presentation of the Certificate of the Provincial Board of Health approving the said works,

The Board orders that the said By-law No. 516, intituled "Town of Waterloo, By-law No. 516. By-law to provide for borrowing $26,000.00 upon debentures to pay for extensions and improvements to the Gas, Electric Light and Water Works of the Town of Waterloo," be and the same is hereby approved under and in pursuance of the provisions of Subsection 3 of Section 400 of "The Municipal Act."

D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 2483.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq.,

In the matter of the application of The Caradoc-Ekfrid Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act" for the approval of an agreement providing for interchange of service.

Upon the application of the Caradoc-Ekfrid Telephone Company, Limited, and the Bell Telephone Company, of Canada, Limited, and upon reading the memorandum of agreement, made the 9th day of June, A.D. 1914, by and between the Bell Telephone Company, of Canada, Limited, and The Caradoc-Ekfrid Telephone Company, Limited, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Caradoc-Ekfrid Telephone Company, Limited, and the Bell Telephone Company, of Canada, Limited, shall each pay the sum of $2..50 for the law stamps required for this order.

D. M. McINTYRE,

Chairman.

(Seal)

PROCEDURE FILE 2488.

Wednesday, the Twenty-ninth Day of July, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Corporation of the City of Niagara Falls, under Section 295 of "The Municipal Act," for validation of its By-law No. 630, and the debentures thereunder ($5,000 for storm water sewer).

Upon the application of the said Corporation, and upon reading the notice of application filed by Fred Campbell McBurney, Esq., solicitor for the applicant, the affidavits of Oliver E. Dores, Mayor, and Walter J. Seymour, clerk of the said city, the certified copy of the said by-law and the other material filed, and upon presentation of certificate of the Provincial Board of Health approving the said works;

The Board orders that the said By-law No. 630, intituled "By-law No. 630. A by-law to authorize the construction of a storm water sewer in the City of Niagara Falls and to provide for the issue of debentures of the said city to the amount of $5,000.00 and to raise the sum required therefor," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act," that a certificate be granted approving the said by-law of the Corporation of the City of Niagara Falls, and declaring the same valid and binding, and that its validity is not open to question in any court on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2499.

Re John A. Jamieson, David Jamieson, Chas. Wm. Jamieson and Janet Elizabeth Ferguson and the Town of Renfrew.

(Arbitration as to Damages.)

June 29. Copy of order of Supreme Court of Ontario, dated 12th May, 1914, consent and undertaking filed.

July 9. Hearing adjourned till conclusion of hearing in Procedure File 2447.

July 11. Hearing, 9.30 to 10 a.m. Hearing adjourned 'sine die' pending auditor's reports on Jamiesons' books (See Procedure File 2447.)

Nov. 24. Hearing continued 11.30 a.m. to 12 noon and adjourned 'sine die' to date to be arranged with counsel.

PROCEDURE FILE 2499.

IN THE SUPREME COURT OF ONTARIO.

BETWEEN:

John Alexander Jamieson, David Jamieson, Charles William Jamieson and Janet Elizabeth Ferguson,

Plaintiffs,

—and—

The Corporation of the Town of Renfrew,

Defendants.

Whereas in this action by order dated the 12th May, 1914, the court did order and adjudge amongst other things, that the question of the amount of damages caused the plaintiffs, or any of them, by defendants having raised or maintained the level of the water in the Bonnechere River, in the Town of Renfrew, to such an extent as to cause plaintiffs, or any of them, damage prior to the issue of the writ herein, and subsequent thereto down to the commencement of expropriation proceedings, as in the pleadings herein set out, be referred to the arbitration and determination of the members of the Ontario Railway and Municipal Board.

Now know ye that we Donald Malcolm McIntyre, one of His Majesty's Counsel, Andrew B. Ingram, Esquire, and Henry N. Kittson, Esquire. the members of the Ontario Railway and Municipal Board, having taken upon ourselves the burthen of the said arbitration, and having heard and duly considered all the allegations and evidence of the said respective parties of and concerning the said matters so referred as aforesaid, do make and publish our award in writing of and concerning the said matters so referred to us, and do hereby award the sum of ($1,225) twelve hundred and twenty-five dollars as the amount of damages caused the plaintiffs or any of them, by the defendants having raised or maintained the level of the water in the Bonnechere River, in the Town of Renfrew, to such an extent as to cause plaintiffs, or some of them, damage prior to the issue of the writ herein, and subsequent thereto down to the commencement of expropriation proceedings, as in the pleadings herein set out.

Dated at Toronto, this 26th day of November, A.D. 1914.

D. M. MCINTYRE, Esq., K.C.,
Chairman.

A. B. INGRAM, Esq.,
Vice-Chairman.

H. N. KITTSON, Esq.,
Commissioner.

PROCEDURE FILE 2504.

Saturday, the Eighteenth Day of July, A.D. 1914.

Before:—

D. M. McINTYRE,
Chairman.
A. B. INGRAM,
Vice-Chairman.
H. N. KITTSON,
Commissioner.

In the matter of the application of the Lake Huron & Northern Ontario Railway Company, under Section 177 of "The Ontario Railway Act," for approval of its by-law respecting tolls, and the passenger tariff issued June 24, 1914, in pursuance of said by-law.

Upon the application of the said company, and upon reading the copy of the said by-law, certified by the secretary of the said company on the 18th day of June, 1914, and the copy of said passenger tariff issued June 24, 1914, effective August 1st, 1914, providing that "The maximum passenger fare to be charged between all stations on the Lake Huron & Northern Ontario Railway Company, is four cents per mile or fraction thereof."

The Board orders, under and in pursuance of the said Section 177 of "The Ontario Railway Act," that the said by-law respecting tolls, and the said passenger tariff issued June 24, 1914, be and the same are hereby approved.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 2506.

Saturday, the 27th Day of June, 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman,

A. B. INGRAM, Esq.,
Vice-Chairman,

H. N. KITTSON, Esq.,
Member.

In the matter of the application of J. M. Skelton and others for annexation to the City of Toronto of certain lands in the Township and County of York.

Upon the application of the above named applicants and upon hearing read the resolution of the council of the Corporation of the City of Toronto, passed upon the 2nd day of June, 1914, the petition of the said applicants and the copy of the plan of the lands proposed to be annexed being produced, and upon hearing read the affidavit of William McArthur of service of notice of this application upon the clerk of the County of York and of the Township of York, the affidavit of Joseph A. Black, proving advertisement of the notice of hearing, and upon hearing what was alleged by counsel on behalf of the applicants and the corporation of the City of Toronto.

The Board orders and proclaims that the lands and premises in the Township and County of York, mentioned in the said petition and being described as: All and singular that certain parcel or tract of land and premises situate, lying and being in the County of York, in the Province of Ontario, being composed of Lot Number Nineteen in the Third Concession from the bay, in the Township of York, together with the original allowance for road adjoining the westerly limit of the said lot; be and the same are hereby annexed to the City of Toronto, the said annexation to take place on the date hereof and subject to the following terms and conditions, namely;

1. The said lands shall be added to Ward Number 3.

2. The taxes and rates imposed for the year 1914 or any prior year upon any of the lands included in the territory hereby annexed, which shall have been heretofore collected, shall be collected by and belong to the Township of York and all right to collect the same including distress for non-payment, or if necessary the sale of the said lands or any of them shall remain in the said township, as though this order had not been made.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Procedure File 2506.

Saturday, the 27th Day of June, 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman,
A. B. Ingram, Esq.,
Vice-Chairman,
H. N. Kittson, Esq.,
Member.

In the matter of the application of J. M. Skelton and others for annexation to the City of Toronto of certain lands in the Township and County of York.

Upon the application of the above named applicants and upon hearing read the resolution of the council of the Corporation of the City of Toronto, passed upon the 2nd day of June, 1914, the petition of the said applicants and the copy of the plan of the lands proposed to be annexed being produced, and upon hearing read the affidavit of William McArthur of service of notice of this application upon the clerk of the County of York and of the Township of York, the affidavit of Joseph A. Black, proving advertisement of the notice of hearing, and upon hearing what was alleged by counsel on behalf of the applicants and the Corporation of the City of Toronto.

The Board orders and proclaims that the lands and premises in the Township and County of York, mentioned in the said petition and being described as: All and singular that certain parcel or tract of land and premises situate, lying and being in the County of York, in the Province of Ontario, being composed of Lot Number Nineteen in the Third Concession from the Bay, in the Township of York, together with the original allowance for road adjoining the westerly limit of the said lot; be and the same are hereby annexed to the City of Toronto,

the said annexation to take place on the date hereof and subject to the following terms and conditions, namely;

1. That portion of the said lands west of Yonge Street shall be added to Ward Number 3. And that portion of the said lands east of Yonge Street to ward Number 2 of the said city.

2. The taxes and rates imposed for the year 1914 or any prior year upon any of the lands included in the territory hereby annexed, which shall not have been heretofore collected, shall be collected by and belong to the Township of York and all right to collect the same including distress for non-payment, or if necessary the sale of the said lands or any of them shall remain in the said township, as though this order had not been made.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2514.

Tuesday, the Twenty-ninth Day of September, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the application of the Municipal Corporation of the Township of Thessalon under Section 17 (9) of "The Ontario Telephone Act," for the approval of the said Corporation's By-law No. 13, A.D. 1914, and plans and specifications providing for the establishment of a telephone system.

Upon the application of the above named Corporation and upon reading certified copy of the said by-law and other material filed;

The Board orders that the said By-law No. 13, of the Municipal Corporation of the Township of Thessalon, plans and specifications providing for the establishment of a telephone system in accordance with the provisions of Part II of "The Ontario Telephone Act" (Rev. Stat. of Ontario, c. 188), be and the same is hereby approved.

The Board makes no order for costs save and except that the applicant shall pay $5.00 for the law stamps required for this order.

(Sgd.) A. B. Ingram,
Vice-Chairman.

Procedure File 2521.

Friday, the Twenty-fourth Day of July, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the application of the Corporation of the City of Toronto, under Sections 163 and 166 of "The Ontario Railway Act" for approval of its By-law No. 7110, respecting smoking of tobacco, etc., on cars or premises of the Toronto Civic Railway.

On the application of the said Corporation, and upon reading the notice of application filed by Wm. Johnston, Esq., solicitor for the applicant, the certified copy of said By-law No. 7110, and the other material filed.

The Board orders that the said by-law, intituled "No. 7110. A by-law respecting smoking of tobacco, expectorating and the commission of any nuisance in or upon trains, stations or other premises of the civic car lines of the city of Toronto," be and the same is hereby approved under the provisions of Sections 163 and 166 of "The Ontario Railway Act."

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Procedure File 2539.

Between:—

Hamilton Cataract Power, Light & Traction Co. Ltd.,

Appellants,

—and—

Township of Grantham,

Respondents.

(Assessment Appeal, $240,000.)

July 7. Notice of appeal filed.
July 13. Appeal withdrawn to be taken to county judge.
Oct. 13. Notice of appeal from decision of Judge Carman filed.
Nov. 5. Hearing, 11.30 a.m. to 12.30 p.m. Judgment reserved.
Nov. 10. Judgment delivered allowing appeal.
Nov. 27. Motion by township for leave to appeal refused by Appellate Division, with costs.

Procedure File 2539.

Between:—

The Hamilton Cataract Power, Light & Traction Company,

Appellant,

—and—

The Corporation of the Township of Grantham,

Respondent.

(Assessment Appeal.)

Opinion of the Board.

This is an appeal by the above named company from a decision of His Honour the Judge of the County Court of the County of Lincoln, dismissing an appeal to him from the Court of Revision of the respondent, and in effect confirming the assessment of the appellant. The subject matter of the assess-

ment is Lots 21 and 22 in the Tenth Concession of the Township of Grantham and the power house, transformer building, machinery and fixtures, which latter are assessed as situate on Lot No. 22.

To apprehend the matters at issue in this appeal it will be necessary to review briefly certain transactions between the parties hereto, which affect to fix their relations for purposes of taxation. By-law No. 129 was passed on the 31st of January, 1903, by the Council of the respondent corporation, and was afterwards, along with an agreement between the parties hereto entered into pursuant to a provision in the by-law, confirmed by Ontario Statute 3 Edward VII, Cap. 122. The by-law and agreement are printed in the Statutes and form Schedule A to the above Act. The by-law first recites that negotiations had taken place between the appellant and respondent "respecting the amount at which the property of the company should be assessed, and the amount of taxes paid thereon, and in view of the difficulty of arriving at a definite and mutually satisfactory basis or figure of value for assessment purposes by reason of the nature of the property—the same consisting mainly of the power house of the company, and the plant and apparatus therein contained, situated on part of Lot 21 in the 10th Concession of the said township—and also by reason of questions arising as to whether portions of the said property are assessable as real estate or personalty." There are further recitals to the effect that the company proposed making some additions to its power house, and to the plant and apparatus therein, and that the commuted sums thereinafter mentioned were considered a fair and reasonable settlement, and that it appeared to be in the interest of the respondent to make settlement with the appellant, as thereinafter set out. Then follow the operative clauses of the by-law. Clause 1 fixes the amount of taxes to be paid to the corporation by the company in each year during a period of twenty years, beginning with the year 1902. Clauses 2 and 3 read as follows:

2. "The several amounts hereinbefore mentioned shall be annually paid by the company and accepted by the said corporation as payment in full of all taxes payable by the said company to the said corporation and no greater amounts shall be payable or levied upon or in respect of the property of the company, consisting of such part or parts of Lot 21 in the 10th Concession of the said Township of Grantham which is now or may hereafter during the said periods of time be owned by the said company and the power house or other buildings which are now or may be during the said periods built or erected on the said lot and all machinery, plant and apparatus or property of whatever nature of description which may be installed or placed therein or connected therewith, or on any part of the said lands, as well as the poles and wiring or transmission lines of the said company within the said Township of Grantham, and all other property of the said company of every nature or kind whatsoever, but not the dwelling houses or lands used in connection therewith of any of the officers and foremen of the said company, which shall be assessed and on which taxes shall be paid in the ordinary manner in addition to the amount fixed by this by-law. The said amounts hereby fixed by way of commutation as set forth in paragraph 1 of this by-law shall be in full of all municipal rates, general or special, including school rates and statute labor.

3. The said commuted taxes shall be payable, and payment thereof may be demanded and enforced at the time and in like manner as if such taxes were based on assessment of the property of the said company in the usual way.

The agreement entered into between the parties hereto pursuant to By-law No. 129 is identical in terms with those of the by-law, and does not enlarge the rights of the appellant.

At the time of the passing of By-law No. 129 the appellant owned Lot No. 21, but did not own Lot 22, which lots, with the structures thereon, are the subject of the assessment in appeal. Since the passing of the above by-law, the appellant has purchased Lot 22, and has erected thereon valuable buildings and machinery. The question raised by this appeal is whether Lot 22 comes within the scope of By-law No. 129—whether in short the taxation of the company's property as fixed by By-law No. 129, is the limit of taxation of all the company's property in the Township of Grantham.

The determination of this question turns upon the construction of By-law No. 129. Clause 1 of the by-law, as stated above, fixes the several amounts of taxes payable to the Corporation by the company annually for twenty years. Clause 2 then states what shall be the effect of such payment upon the relations in law of the company and corporation as to taxation. This effect is stated first affirmatively by positive definition, and then negatively by a process of exclusion. The effect of the payment is first positively defined in these words: "The several amounts hereinbefore mentioned shall be annually paid by the company and accepted by the said corporation as payment in full of all taxes payable by the said company to the said corporation." If clause 2 had ended here it could hardly have been contended that the purpose of these words was other than to fix, at the several amounts set out in Clause 1 the quantum of taxes payable during twenty years by the company to the corporation. The draftsmen did not see fit to stop at this point, however, but proceeded by a process of exclusion in terms to negative any obligation on the company to pay any greater amounts than those specified in Clause 1, and in doing so he enumerates in some detail the property of the company to be affected. The argument of the respondent was mainly directed to showing that this enumeration was not coextensive with the company's present holdings, and could not be held to include the after acquired Lot No. 22, and the structures thereon. The Board is of opinion that this argument is not tenable. Summarized, this enumeration is, for our purpose, substantially as follows:

1. Lot 21, with buildings and plant of whatever nature, now or hereafter erected or installed thereon:

2. Poles, wiring and transmission lines within the Township of Grantham;

3. All other property of the said company of every nature or kind whatsoever, but not dwelling-houses of officers and foremen.

The municipality contends that the general words contained in Class 3 of the above summary are controlled and limited by the specific words which they follow in Clause 2 of the by-law by force of a well established canon of interpretation, and that therefore they do not extend on Lot 22, or in any way affect its taxation. The Board cannot accede to this contention. Clause 2 of the by-law as above stated delimits the rights of the company in two ways—affirmatively by express definition, and negatively by exclusion. Affirmatively, certain named sums when paid "shall be accepted by the said corporation as payment in full of all taxes payable by the said Corporation to the said company": Negatively, "No greater amounts shall be payable or levied upon or in respect of

the company's property" as there specifically enumerated and "all other property of the said company of every nature or kind whatsoever." The two forms of expression adopted in defining the company's rights—the affirmative and negative—are complementary the one of the other. If payment of a certain sum in a given year must be accepted by the corporation as "payment in full of all taxes payable by the company" in that year, then the prohibition follows as the logical complement of that proposition, that no greater amount may be levied in that year upon specifically named property and "all other property of the company of every nature or kind whatsoever." This interpretation does no violence to the general words "all other property," but merely gives effect to them in their natural and ordinary meaning, and only in that way can the definitions of the company's rights expressed in affirmative and negative terms be co-ordinated.

A close, literal reading of the operative provisions of the by-law leads the Board to the conclusion that their scope is wide enough in the result to exempt all the company's property in the Township of Grantham from taxation beyond the specific annual sums mentioned in Clause 1. If the intent of the parties is sought to be gathered from the recitals there is nothing there inconsistent with this conclusion. The by-law was the result of negotiations which were entered into between the company and the corporation because of "the difficulty of arriving at a definite and mutually satisfactory basis or figure of value for assessment purposes by reason of the nature of the property." True, the property is described in the recital as "consisting mainly of the power house of the company, and the plant and apparatus therein contained, situated on part of Lot 21 in the 10th Concession of the said township." But the by-law was not to be restricted in its application to property in being and then owned by the company, for it recited that the company proposed making additions to the power house, and to the plant and apparatus therein, and there is nothing to indicate that in the contemplation of the parties such additions were necessarily to be on Lot No. 21.

Differences arose between the parties as to the meaning and scope of By-law No. 129, and on the 24th of June, 1905, By-law No. 156 was passed by the council of the respondent corporation, and an agreement entered into between the parties purporting to give effect to it. This agreement and by-law assumed to commute into fixed annual sums for a term of years the taxes of the company in respect of Lots 21 and 22, and the structures and machinery situate on them. This agreement and by-law, not having been confirmed by legislation, or validated by a vote of the electors, are admittedly void in law. Being void they cannot, nor was it argued that they could work an estoppel as against the company. Neither, being void, can they operate to derogate from the rights of the company as established by By-law No. 129 and the legislation confirming it.

As a result of these conclusions the appeal will be allowed, and the assessment of the company's property in the Township of Grantham reduced to such a sum that the rate imposed will result in a tax equal to the sum payable in the year 1914 under By-law No. 129. If this is found to be impracticable, perhaps the better way to work out the rights of the parties would be to assess the company's property at a nominal sum, and to demand and collect from the company the sum named in the by-law as the tax payable. Indeed the effect of By-law No. 129, confirmed by legislation, seems to be to confer on the corporation a statutory right to collect from the company a fixed annual sum in lieu of a tax arising in the usual way through the medium of a rate based on an assessment.

The appeal is allowed without costs to either party, but in view of the course adopted by the company in procuring the passage of By-law No. 156, the company should pay the sum of $10.00 in law stamps on the order to be issued.

Toronto, the 10th day of November, A.D. 1914.

D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2539.

The Tenth Day of November, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman.
H. N. Kittson, Esq.,
Commissioner.

Between:—

The Hamilton Cataract Power, Light and Traction Company, Limited,
Appellants,

—and—

The Municipal Corporation of the Township of Grantham,
Respondents.

Upon the application of the above named appellants by way of appeal from the judgment of His Honour Judge Carman, Judge of the County Court of the County of Lincoln, delivered herein on the 5th day of October, 1914, in the presence of counsel for both parties and upon hearing what was alleged by counsel aforesaid.

1. The Board orders that the said appeal be and the same is hereby allowed without costs.

2. The Board further orders that the assessment of the property of the appellant company in the Township of Grantham be reduced to such a sum that the rate imposed thereon will result in a tax equal to the sum payable by the appellants for the year 1914 under and by virtue of By-law 129 of the Township of Grantham.

3. The Board further orders that the said amount fixed by By-law 129 of the Township of Grantham for the year 1914 shall be paid by the appellants to the respondents and shall be accepted by the respondents as payment in full of all taxes payable by the appellant company in respect of their property within the said Township of Grantham.

4. And the Board makes no order as to costs, except that the appellants shall pay the sum of $10.00 for law stamps on this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 2540.

BETWEEN:—

S. O. Muchison,

Appellant,

—and—

The Village of New Toronto,

Respondent.

(Assessment Appeal.)

July 8. Notice of appeal filed.
July 18. Appointment for hearing, Sept. 11th, 11.30 a.m., Board's Chambers.
Sept. 11. Hearing, 11.30 to 11.40 a.m. Adjourned to 18th inst., at 11.30 a.m.
Sept. 18. Hearing, 11.30 a.m. to 1.05 p.m. View, 3.45 p.m.
Sept. 21. Judgment dismissing appeal.
Sept. 26. Order.

Monday, the Twenty-first Day of September, A.D. 1914.

Before:—

D. M. MCINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman.
H. N. KITTSON, Esq.,
Commissioner.

BETWEEN:—

S. O. Murchison,

Appellant,

—and—

The Corporation of the Village of New Toronto,

Respondent.

This appeal having come before the Board for hearing pursuant to appointment and adjournment, on Friday, the eighteenth day of September, 1914, in the presence of both parties, and upon hearing the evidence adduced and upon hearing counsel for the appellant and respondent's village clerk, and judgment having been reserved until this day and now given dismissing the appeal.

The Board orders that this assessment appeal be and the same is hereby dismissed.

And the Board makes no order as to costs, except that the appellant shall pay the sum of $15.00 for law stamps on this order.

(Sgd.) D. M. MCINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2541.

(See P. F. 1462.)

Toronto

vs.

Toronto & York Radial Railway Co.

Arbitration.

Re railway operated by respondent under franchise granted to Toronto & Scarborough Electric Railway Light & Power Co.

July 8. Application filed. Appointment for hearing 17th inst., at 11.30 a.m.

July 17. Hearing continued 11.30 a.m. to 12 a.m. Board directs that a representative of city and representative of company value railways, tracks, etc., etc., and if unable to agree they refer to our independent valuator (Mr. Kellett, of Brantford suggested).

As to real estate, hearing adjourned 'sine die' pending negotiations.

PROCEDURE FILE 2543.

Friday, the Fourth Day of September, A.D. 1914.

Before:—

D. M. MCINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Raymond Telephone Association and the Bell Telephone Company, of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an agreement providing for interchange of service.

Upon the application of the Raymond Telephone Association and the Bell Telephone Company, of Canada, Limited, and upon reading the memorandum of agreement, made the 27th day of June, A.D. 1914, by and between the Bell Telephone Company, of Canada, Limited, and the Raymond Telephone Association, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

And the Board makes no order for costs, save and except that the Raymond Telephone Association and the Bell Telephone Company, of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. MCINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2545.

Friday, the Fourteenth Day of August, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the municipality of the Town of Tilbury, under Section 295 of "The Municipal Act," for validation of its By-law No. 67, and the debentures thereunder ($6,000.00 for extending the water mains for fire protection and other purposes, and for extending water main on Elm Avenue).

Upon the application of the said Corporation, and upon reading the Statutory Declarations of Thomas H. McColl, Medical Officer of Health, Morris Sharp, Mayor, William Alfred Hutton, Clerk, of the said town, the certified copy of the said by-law, and the other material filed, and upon presentation of certificates of the Provincial Board of Health proving the said works.

The Board orders that the said By-law No. 67, intituled "By-law No. 67. A by-law to provide for extending the watermains for fire protection and other purposes in the Town of Tilbury and for borrowing on the credit of the municipality the sum of six thousand dollars for completing the same, and to defray the cost of extending the watermain on Elm Avenue to the F. S. Carr Rubber Company property on Superior Street," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act," that a certificate be granted approving the said by-law of the municipality of the Town of Tilbury, and declaring the same valid and binding, and that its validity is not open to question in any court on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2550.

Friday, the Seventeenth Day of July, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Corporation of the City of Kingston, under subsection 3 of section 400 of "The Municipal Act," for approval of its By-law No. 29, 1914 ($35,000 to pay the expense of extensions and improvements to the City Gas and Electric Light & Power works already made and completed).

Upon the application of the said corporation, and upon reading the notice of application filed by David Alexander Givens, Esq., solicitor for the applicant, the affidavits of Daniel Couper, Acting Mayor, Oscar V. Bartels, City Treasurer, Timothy J. Rigney, Chairman of the Public Utilities Commission, William Wallace Sands, City Clerk, and Collamer C. Folger, General Manager of the Public Utilities, of the said city, certified copy of the said by-law, and the other material filed.

The Board orders that the said By-law No. 29, 1914, intituled "By-law No. 29, 1914. A by-law to raise by way of loan on the credit of the debentures therein mentioned the sum of $35,000 to pay the expense of extensions and improvements to the City Gas and Electric Light and Power Works already made and completed," be and the same is hereby approved under and in pursuance of the provisions of subsection 3 of section 400 of "The Municipal Act."

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2552.

Saturday, the First Day of August, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C., *Chairman.*
A. B. Ingram, Esq., *Vice-Chairman,* and
H. N. Kittson, Esq., *Commissioner.*

In the matter of the application of the Corporation of the Village of Weston, under subsection 3 of section 400 of "The Municipal Act," for approval of its By-law No. 652 (to borrow $2,000 for completion of Waterworks System).

Upon the application of the said corporation, and upon reading the notice of application filed by G. H. Gray, Esq., solicitor for the applicants, the affidavits of Allan G. Pierson, Superintendent of the Waterworks System, James Henry Taylor, Clerk, and Eli Franklin Irwin, of the said village, the certificate of approval of the Provincial Board of Health, the certified copy of the said by-law, and the other material filed.

The Board orders that the said By-law No. 652, intituled "Village of Weston: 652. By-law Number . A by-law to authorize the borrowing of the sum of two thousand dollars ($2,000) for the completion of the system of waterworks for the said municipality of the Village of Weston," be and the same is hereby approved under and in pursuance of the provisions of subsection 3 of section 400 of "The Municipal Act."

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 2553.

Application by the Town of Port Hope, under section 288 (9) of "The Municipal Act," for extension to 1st Nov., 1914, of time to issue third and last instalment ($5,000) of debentures under By-law No. 1044.

July 16. Application and material filed.

July 27. Hearing, 11.30 a.m. to 1 p.m, pursuant to appointment. Application granted as to amount (to be proved) sufficient to pay debts already incurred on faith of by-law.

PROCEDURE FILE 2556.

Tuesday, the Twenty-first Day of July, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Corporation of the Town of Cochrane, under Section 295 of "The Municipal Act," for validation of its By-law No. 101, and the debentures thereunder ($35,000.00 for erection of a school house).

Upon the application of the said Corporation, and upon reading the notice of application filed by Messrs. Malone, Malone & Long, solicitors for the applicant, the statutory declarations of Albert T. H. Taylor, Mayor, and Harry J. Brown, Clerk, of the said town, the certified copy of the said by-law, and the other material filed;

The Board orders that the said By-law No. 101, intituled "By-law No. 101. Being a by-law to provide for the issuing of debentures for the purpose of providing funds for the erection of a public school in the Town of Cochrane," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act," that a certificate be granted approving the said by-law of the corporation of the Town of Cochrane, and declaring the same valid and binding, and that its validity is not open to question in any court on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2558.

Tuesday, the First Day of September, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C., Chairman.
A. B. INGRAM, Esq., *Vice-Chairman*, and
H. N. KITTSON, Esq., *Commissioner*.

In the matter of the Application of the Rox Rural Telephone Association and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for interchange of service.

Upon the application of the Rox Rural Telephone Association and the Bell Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 8th day of June, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Rox Rural Telephone Association, duplicate of which Agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Rox Rural Telephone Association and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2559. (P. 203.)

314, St. James Chambers, Adelaide and Church Sts.

Toronto, July 22nd, 1914.

The Chairman of the Ontario Railway and Municipal Board, Toronto.

Re Plan of Queen Street Extension.

SIR,—I have to report that I have to-day seen Mr. McCarthy, of the City Bridge and Railway Department, regarding the plan of the proposed extension of the Queen Street tracks from the present terminus of the Street Railway lines at McLean Avenue to the city limits, which you handed to me on Monday last, and which is to be built by the city.

This plan shows the approximate grades of the proposed line, which may be slightly changed during the construction at the vertical curves shown thereon, also

at the portion of the grade line shown in red, which is alternative to that in yellow, this depending upon local conditions to be decided upon when the working profile has been plotted.

At the east end, near the city limits, there will be a Y at Neville Park Boulevard for turning the cars. The cross section of the proposed construction is shown on the plan, and is the city's last year's standard, the rails being spiked on to wooden ties placed 6 feet centres, resting on 9 inches of concrete, the spaces between the ties being filled up with concrete level with the bottom of the rail. The paving will be creosoted wood block between the rails, the devil strip, and 18 inches beyond each outer rail.

As far as this plan is concerned, I see no objection to approval by your Board, unless other conditions arise which are not indicated thereon.

Yours truly,

H. W. MIDDLEMIST.

PROCEDURE FILE 2561.

Application by Peter Hrisikos, Owner, under "The City and Suburbs Plans Act," and Sec. 20 of "The Municipal Amendment Act, 1914," for approval of Plan of Lots 17 and 18, Con. II., Township of London, Registered Plan No. 403 (Narrow Highway).

July 23rd. Notice on municipality, blue print, with affidavit of service of plan and notice filed.

July 27th. Objection filed by City of London.

July 28th. Appointment for hearing, at Board's Chambers, Sept. 9th, 11.30 a.m.

July 31st. Objection filed by Township of London.

Sept. 9th. Hearing, 11.30 a.m. to 12 m. Board directs filing of amended plan and adjourns hearing "sine die." (See Reporter's Notes.)

Oct. 16th. Objection filed by City of London.

Dec. 23rd. New plans filed, with consents and material.

Dec. 29th. Plan approved and certified.

PROCEDURE FILE 2564.

Wednesday, the Second Day of September, A.D. 1914.

BEFORE:

D. M. MCINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman.* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the Application of the Municipal Corporation of the Township of North Gosfield and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for interchange of service.

Upon the application of the Municipal Corporation of the Township of North Gosfield and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 15th day of July, A.D. 1914, by and

between the Bell Telephone Company of Canada, Limited, and the Municipal Corporation of the Township of North Gosfield, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said Agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Municipal Corporation of the Township of North Gosfield and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2567.

Friday, the Thirty-first Day of July, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Corporation of the Town of Barrie, under Section 295 of "The Municipal Act," for validation of its By-law No. 855, consolidating By-laws Nos. 845, 846, 847, 848, 849, 850, 852, 853 and 854, and the by-laws thereby consolidated, and the debentures thereunder, $22,190.00, for local improvements.

Upon the application of the said Corporation, and upon reading the affidavits of Alexander Cowan, Mayor, and Elijah Donnell, Clerk, of the said town, the certified copy of each of the said By-laws, and the other material filed, and upon presentation of Certificate of the Provincial Board of Health approving the said works,

The Board orders that the said By-law No. 855, intituled "By-law No. 855. By-law to consolidate the sums authorized to be borrowed into one sum of $22,190.00, and to borrow the sum by the issue of debentures therefor," and the said By-laws Nos. 845, 846, 847, 848, 849, 850, 852, 853 and 854 thereby consolidated, be and the same are hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act," that certificates be granted approving the said by-laws of the Town of Barrie, and declaring the same valid and binding, and that their validity is not open to question in any Court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said By-laws be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2568.

Friday, the Fourth Day of September, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of Messrs. James H. Bradden and John Bradden (trading as The Bradden Telephone System) and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act" for the approval of an Agreement providing for interchange of service.

Upon the application of Messrs. James H. Bradden and John Bradden and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 21st day of July, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and Messrs. James H. Bradden and John Bradden, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said Agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may, at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned Agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs save and except that Messrs. James H. Bradden and John Bradden, and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2569.

Friday, the Twenty-third Day of October, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Municipal Corporation of the Township of Waterloo and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for interchange of service.

Upon the application of the Municipal Corporation of the Township of Waterloo and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 16th day of July, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Municipal Corporation

of the Township of Waterloo, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Municipal Corporation of the Township of Waterloo and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 2572.

Application by the Municipal Corporation of the Township of Walpole, under Section 21 of the Board's Act, for an order to enforce agreement between the said Corporation and the Dominion Natural Gas Company, to shut out from their mains running through the said Township and the Village of Jarvis gas from the Wells of the Township of Tilbury.

July 31st. Application filed.
July 31st. Reply directed within ten days.
Aug. 10th. Reply filed.
Sept. 23rd. Hearing, pursuant to appointment, 2.30 to 4.15 p.m., *re* jurisdiction of Board. Judgment reserved.
Oct. 9th. Judgment delivered, dismissing application, without prejudice to applicants' right to renew same hereafter. Order.

PROCEDURE FILE 2572.

The Municipal Corporation of the Township of Walpole,

Applicants,

—and—

The Dominion Natural Gas Company, Limited,

Respondents.

Opinion of the Board.

This is an application invoking the powers of the Board conferred by Section 21 of "The Ontario Railway and Municipal Board Act," being Cap. 186 of the Revised Statutes of Ontario 1914. The applicant alleges that the respondent has failed to do certain things required to be done by a certain agreement between the applicant and respondent, entered into in the year 1905, and asks for an order of

the Board requiring the respondent company to do the things in respect of which such default is alleged. At the hearing, Mr. Lynch-Staunton raised the preliminary objection that under the section in question, while the Board might forbid the doing or continuing any act, matter or thing in contravention of a statute or an agreement, its power to require the positive doing of any act, matter or things, was limited to acts, matters and things, where the obligation to do them arose not under an agreement, but under a statute.

The literal reading of Section 21 as it now stands, and its evolution from its first enactment, seem to support Mr. Lynch-Staunton's contention. The original of Section 21 first appears as Section 17 of 6 Edward VII., Cap. 31. In that section the intention of the Legislature is clear to confer power on the Board to order the doing of any act, matter or thing which a company may be obliged to do under any act "or under any regulation, order, direction or agreement." These words included in quotation marks do not appear in this section when re-enacted as Section 21 of the Board Act in the Revised Statutes. The only conclusion to be drawn from this omission is that the Legislature intended to withdraw from the Board the powers previously vested in it by virtue of the words now omitted. The Board cannot assume that the words omitted in the latter re-enactment were omitted in error. In view of this the Board is of opinion that it cannot, upon a breach of the agreement by the respondent being shown, order it to do the act which it is bound to do under the agreement, and which it is shown to have failed to do.

Neither, the Board thinks, should it exercise the prohibitive power vested in it under the latter part of Subsection 2 of Section 21. It is by no means clear on the agreement between the parties that the respondents are not entitled to transmit gas from other fields through mains laid in the applicant township, but without considering that further, the remedy by prohibition, which the Board may apply, is available to each consumer in the township, by simply disconnecting his service pipe.

The application is dismissed without costs to either party, but the applicant will pay $10.00 law stamps on the order.

(Sgd.) D. M. McIntyre,
Chairman.

Toronto, Friday, the Ninth Day of October, A.D. 1914.

Procedure File 2572.

The Ninth Day of October, A.D. 1914.

Between:

The Municipal Corporation of the Township of Walpole,
Applicants,

—and—

The Dominion Natural Gas Company, Limited,
Respondents.

On the application of the above named applicants, made the 23rd day of September, 1914, upon hearing what was alleged by Counsel for the applicants and for the respondents, the Board was pleased to direct that the said application should stand over for judgment and the same coming on this day for judgment;

The Board orders that the said application be and the same is hereby dismissed without costs except that the applicants shall pay ten dollars law stamps on this order and without prejudice to any application at any future time that the applicants may be advised to make.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

PROCEDURE FILE 2575.

Friday, the Fourteenth Day of August, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Corporation of the City of Stratford, under Section 295 of "The Municipal Act," for validation of its By-law No. 2105 (as amended by By-law No. 2122), consolidating By-laws Nos. 2078, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, and the By-laws thereby consolidated, and the debentures thereunder ($19,177.93, for construction of certain works as local improvements).

Upon the application of the said Corporation, and upon reading the Notice of Application filed by Messrs. Robertson and Coughlin, Solicitors for the applicant, the affidavits of Robert Rigg Lang, Clerk, and Alexander Brock Manson, City Engineer, of the said city, the certified copy of each of the said by-laws, and the other material filed, and upon presentation of Certificates of the Provincial Board of Health approving the said works,

The Board orders that the said By-law No. 2105, intituled "By-law 2105, of the City of Stratford. By-law to consolidate the sums authorized to be borrowed by certain local improvement By-laws into one sum of $19,177.93, and to borrow the same by the issue of debentures therefor," as amended by the said By-law No. 2122, and the said By-laws Nos. 2078, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, and 2100 thereby consolidated, be and the same are hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act,"

And it is ordered, under and in pursuance of the provisions of "The Municipal Act," that certificates be granted approving of the said By-laws of the City of Stratford, and declaring the same valid and binding, and that their validity is not open to question in any Court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said By-laws be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

PROCEDURE FILE 2376.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Muskoka, Victoria and Haliburton Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an Agreement providing for interchange of service.

Upon the application of the Muskoka, Victoria and Haliburton Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 29th day of June, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Muskoka, Victoria and Haliburton Telephone Company, Limited, duplicate of which Agreement has been filed in the office of the Board,

The Board orders that the said Agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls), be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Muskoka, Victoria and Haliburton Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2586.

Saturday, the Eighth Day of August, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application of the corporation of the Town of Sandwich, under Section 295 of "The Municipal Act," for validation of its By-law No. 505, and the debentures thereunder ($58,000.00 for erection of public school, and for incidental purposes).

Upon the application of the said corporation, and upon reading the notice of application filed by E. R. North, Esquire, clerk for the applicant, the affidavit of E. R. North, clerk of the said town, certificate of E. H. Donnelly, Mayor of the said town, in corroboration of the affidavit of the said clerk, the certified copy of the said by-law and the other material filed.

12 R.M.

The Board orders that the said By-law No. 505, intituled "By-law No. 505. A by-law to raise by way of loan the sum of fifty-eight thousand dollars for the purpose of erecting a public school on part of Lot Nine, west side of Bedford Street in the Town of Sandwich, and for incidental purposes," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act," that a certificate be granted approving the said by-law of the corporation of the Town of Sandwich, and declaring the same valid and binding, and that its validity is not open to question in any court on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2588.

Saturday, the Eighth Day of August, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C.,
Chairman.
A. B. Ingram, Esq.,
Vice-Chairman, and
H. N. Kittson, Esq.,
Commissioner.

In the matter of the application of the corporation of the Village of Creemore, under Section 295 of "The Municipal Act," for validation of its By-law No. 249, and the debentures thereunder ($6,500.00 to provide for taking over and repairing of the electric light plant).

Upon the application of the said Corporation, and upon reading the affidavits of George Coupland, Reeve, and A. H. Watson, Clerk, of the said village, the certified copy of the said by-law, and the other material filed.

The Board orders that the said By-law No. 249, intituled "By-law No. 249 of the Municipal Council of the Corporation of the Village of Creemore to authorize the issue of debentures of the Village of Creemore to the amount of $6,500.00 to provide for the cost of taking over the Creemore Electric Light Plant, outside of the power house, and of repairing and improving same for the purpose of distributing electric power to be supplied by the Hydro-electric Power Commission of Ontario," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act," that a certificate be granted approving the said by-law of the corporation of the Village of Creemore, and declaring the same valid and binding, and that its validity is not open to question in any court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 2589.

Monday, the Tenth Day of August, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application of the corporation of the City of Fort William under Section 288, subsection 9 of "The Municipal Act," for an order extending the time for the issue of debentures under its By-law No. 1192, as amended by By-law No. 1520, up to and inclusive of the sixteenth day of July, 1916.

Upon the application of the said corporation filed by Messrs. Clarke & Swabey, solicitors for the applicant, and upon reading the statutory declaration and the affidavit of Alexander McNaughton, Clerk, and the affidavit of Samuel Crawford Young, Mayor, of the said city, the certified copy of the resolution of the council authorizing the application, the copy of By-law No. 1192 as set out in the schedule to Chapter 69 of the statutes passed by the Legislative Assembly of the Province of Ontario in the fourth year of the reign of His Majesty George V, the certified copy of By-law No. 1520, and the other material filed.

The Board orders that the time for the issue of the debentures under the said By-law No. 1192 (as amended by By-law No. 1520) intituled "By-law No. 1192. A by-law to raise the sum of $253,000 by way of debentures for the purpose of improving and extending the waterworks system of the city," be and the same is hereby extended to and inclusive of the sixteenth day of July, A.D. 1916.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2591.

Monday, the Tenth Day of August, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application of the corporation of the Village of Glencoe, under Section 303 of "The Municipal Act," for approval of its resolution dated the sixth of July, 1914 (authorizing the investment of certain sinking funds of the said village to the amount of $2,500.00).

Upon the application of the said corporation, and upon reading the declaration of John A. McLachlan, Reeve of the said village, the certified copy of the said resolution, and the other material filed.

The Board orders that the said resolution be, and the same is hereby approved, under and in pursuance of the provisions of Section 303 of "The Municipal Act."

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2592.

Friday, the Fourteenth Day of August, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Corporation of the Town of Welland, under section No. 295 of "The Municipal Act," for validation of its By-law No. 725, and the debentures thereunder ($135,466.52 for construction of a vitrified brick pavement).

Upon the application of the said Corporation, and upon reading the notice of application filed by J. F. Gross, Esquire, solicitor for the applicants, the affidavits of Clarence Milton Webber, Clerk, John Goodwin, Mayor of the said town, the certified copy of the said by-law, and the other material filed;

The Board orders that the said By-law No. 725, intituled "By-law No. 725. A by-law to provide for the borrowing of the sum of $135,466.52 upon debentures, to pay for the construction of a vitrified brick pavement on East Main Street from the Welland Canal to the Grand Trunk Railway tracks; on West Main Street, from the Welland Canal to Catharine Street; and on South Main Street and Canal Street, from East Main Street to the Michigan Central Railway tracks," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act."

And it is ordered, under and in pursuance of the provisions of the Municipal Act, that a certificate be granted approving the said by-law of the Corporation of the Town of Welland, and declaring the same valid and binding, and that its validity is not open to question in any court on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal)

PROCEDURE FILE 2596.

Friday, the Fourteenth Day of August, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Town of Waterloo, under Section 295 of "The Municipal Act," for validation of its By-law No. 516, and the debentures thereunder ($26,000.00 for extensions and improvements to the gas, electric light and waterworks).

Upon the application of the said Corporation, and upon reading the notice of application filed by Messrs. McBride & Mackenzie, solicitors for the applicant, the affidavits of John R. Kaufman, Mayor, Aloyes Bauer, Chairman of the Board of Water and Light Commissioners, Cyrus W. Schiedel, Secretary-Treasurer of the Board of Water and Light Commissioners, of the said town, the certified copy of the said by-law, and the other material filed, and upon presentation of the certificate of the Provincial Board of Health approving the said work,;

The Board orders that the said By-law No. 516, intituled "Town of Waterloo, By-law No. 516. By-law to provide for borrowing $26,000.00 upon debentures to pay for extensions and improvements to the Gas, Electric Light and Water Works of the Town of Waterloo," be and the same is hereby approved and validated under and in pursuance of the provisions of Section 295 of "The Municipal Act."

And it is ordered, under and in pursuance of the provisions of "The Municipal Act," that a certificate be granted approving the said by-law of the Corporation of the Town of Waterloo, and declaring the same valid and binding, and that its validity is not open to question in any court, on any ground whatever, and that the debentures issued under the authority of and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2599.

Friday, the Ninth Day of October, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C., *Chairman.*
A. B. Ingram, Esq., *Vice-Chairman,* and
H. N. Kittson, Esq., *Commissioner.*

In the matter of the application of the Municipal Corporation of the Village of Brussels, under Section 17 (9) of "The Ontario Telephone Act," for the approval of the said Corporation's By-law No. 6, A.D. 1914, and plans and specifications providing for the extension of a telephone system.

Upon the application of the above named Corporation and upon reading certified copy of the said by-law and other material filed;

The Board orders that the said By-law No. 6, of the Municipal Corporation of the Village of Brussels, plans and specifications providing for the extension of a local telephone system in accordance with the provisions of Part II of "The Ontario Telephone Act" (Rev. Stat. of Ontario, c. 188) be and the same is hereby approved.

The Board makes no order for costs save and except that the applicant shall pay $5.00 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 2610.

Application by the Township of East Flamboro, under Section 295 of "The Municipal Act," for validation of its High School By-law No. 585, and debentures thereunder ($12,500).

Aug. 28. Application and material filed.

Aug. 28. Order.

Nov. 12. Hearing, 2.30 to 4 p.m. Order rescinded, to be restored without cost (law stamp) if court upholds the by-law.

PROCEDURE FILE 2610.

The 12th Day of November, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman,

A. B. INGRAM, Esq.,
Vice-Chairman.

BETWEEN:—

John Charles Harper,

Applicant,

—and—

The Corporation of the Township of East Flamboro,

Respondent.

Upon the application of the above named applicant for an order rescinding the order of the Board made on the 20th day of August, A.D. 1914, validating By-law No. 585 of the Township of East Flamboro upon hearing the evidence adduced on behalf of the applicant and respondent and upon hearing counsel for the applicant and respondent.

1. The Board orders that the said order of the Board made on the 20th August, A.D. 1914, validating By-law No. 585 of the Township of East Flamboro be and the same is hereby rescinded.

2. The Board further orders that in the event of the said By-law No. 585 of the Township of East Flamboro being held to be valid and legal by the courts the said by-law may be hereafter validated by the Board without payment of further fee by the said respondent.

3. And the Board makes no order as to costs except that the applicant shall pay $10.00 for law stamps on this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2612.

Thomas Taylor.

vs.

Hamilton, Grimsby & Beamsville Railway Co.

(Complaint re Crossing at Potruff's Corners).

Aug. 29. Complaint and blue print of crossing filed.

Sept. 22. Hearing, 11.30 a.m. to 12 noon, pursuant to appointment. Board directs its engineer, H. W. Middlemist, to inspect all highway crossings on the line and report thereon, and adjourned hearing 'sine die' till after Nov. 15th, 1914, pending present civil action re accident at Potruff's Crossing.

Nov. 23. Notice received from Railway Company that this matter has been laid over until January sittings of the High Court.

PROCEDURE FILE 2612.

16th September, 1914.

The Chairman, the Ontario Railway and Municipal Board, Toronto.

SIR,—Acting under instructions from your Board, I went out yesterday to the Hamilton, Grimsby and Beamsville Railway Crossing at Pottruff's Corner, about six miles east of Hamilton, on the main stone road to the Falls. I was accompanied by Mr. James Taylor, who met with an accident there on or about the 24th of May last while turning out from Pottruff's side road to the stone road, in his motor car, with his wife and Mrs. Hildreth, who lives about three-quarters of a mile north of the corner.

Regarding the situation at this crossing, I may say that persons approaching it along Pottruff's side road from the north cannot possibly see any car coming from the east on its way to Hamilton, for two reasons: (1) The side road commences to fall towards the crossing till the lowest spot is about 15 ft. below the railway near Pottruff's barn, about 200 ft. from the track, when it rises to the level of the crossing at the stone road, so that it would not be possible to see any car until close to the crossing on account of the bank at the roadside. (2) From Pottruff's barn to the crossing and inside his paling fence on the top of the bank, there is a row of spruce trees about 25 ft. high, planted so thick that it is impossible to see a car going towards Hamilton until you are right on the crossing. Furthermore, these trees are planted all along the stone road at right angles to the side road, and inside a paling fence for about 60 ft. deep till you get nearly opposite Pottruff's house, which consequently makes a double screen of thickly planted spruce trees to completely hide everything, added to which there are some small buildings close to the corner.

As for the west, or Hamilton side of the Pottruff road, the bank hides the view till you get within about 50 or 60 ft. of the crossing, but at about 30 or 40 ft. from it the cars can be seen for probably 300 ft. away approaching from Hamilton.

While I was there two or three cars passed going to Hamilton, and they sounded a whistle which could be heard a considerable distance, but this gives no true indication of the nearness of the car to the crossing.

The railway from the east going towards Hamilton runs alongside the stone road which is straight for a long distance up to the intersection of the side road, when it curves south and also falls rapidly for about one-quarter of a mile to the point where it leaves the stone road, crosses it, and runs on to a private right-of-way. This was a bad spot for accidents also, so I understand, till the company ordered its cars going west to stop before crossing the stone road.

I should say that there is a post at Pottruff's corner with the sign "Railway Crossing" facing the side road, and another sign facing the railway marked "41, Cars Stop Here," but that merely indicates a stopping point for persons to get on or off the cars, and the number 41 indicates the number of the stop, but when there are no passengers for this point the cars run through and are supposed to sound their whistle.

In my opinion, there are only two ways of preventing accidents here, either by the erection of a suitable electric gong, which is quite expensive, and which might get out of order in bad weather, or by compelling all cars going towards Hamilton to stop before passing over the crossing, and before starting again to sound their whistle, so that any one approaching it from the side road would have every chance. I think the car should stop so that it will project not over one-third of its length when brought to a standstill, beyond the paling fence at the road corner, so that it can be seen by day, and its lamp by night from the side road, and this would also enable the motorman to look out for vehicles coming towards the crossing before he starts again. I would suggest that a board should be put up facing the tracks at a point which will allow of the cars stopping in the position above indicated, with a notice in large letters warning the motorman to stop and not to over-run the place where the board is, and to blow his whistle before starting again. To prevent over-shooting the point at night, a red light could be placed on the post supporting the board, which could be switched on from the feed wire, and I believe if these precautions were strictly carried out any further accidents at this corner would be avoided.

I do not think it necessary to order the cars from Hamilton to stop for they can be seen, as I have stated previously, and besides they are coming up a steep grade and consequently going slowly.

I consider this a very dangerous crossing and a menace to the people in the district, so much so, that those I saw living along the side road appeared to dread going over it with any kind of conveyance, and I think no time should be lost in eliminating the danger.

Yours truly,

H. W. MIDDLEMIST.

PROCEDURE FILE 2614.

Application by the Village of Burlington, under Section 20 of "The Municipal Act," Chap. 192, R.S.O. (1914), for erection of said village into a town.

Aug. 31st. Application and By-law No. 270 filed.

Dec. 9th. Hearing, application granted subject to consideration and approved by Board of evidence adduced and certified copy of enumeration of population (to be filed).

Dec. 19th. Order.

PROCEDURE FILE 2614.

Wednesday, the Ninth Day of December, A.D. 1914.

BEFORE:

H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Corporation of the Village of Burlington for an order sanctioning the erection of the said village of Burlington into a Town.

Whereas by an Act passed by the Legislature of the Province of Ontario and known as "The Municipal Act," being Chapter 192 of the Revised Statutes of Ontario, 1914, it is enacted that the Ontario Railway and Municipal Board may in the manner by the said Act provided, upon the application of any village with the population of more than 2,000, erect the said village into a town.

And whereas the said Village of Burlington has made application for the said erection and material was filed showing the population of the said Village of Burlington to be 2,364.

And whereas notice of the said application for the said erection was published once a week for three successive months in the issues of "The Burlington Gazette,"

And whereas notice of the hearing of the said application was published on the 30th day of November, and the 7th day of December, in the "Hamilton Spectator," and on the 2nd day of December and on the 9th day of December in the "Burlington Gazette," both papers having a circulation in the said Village of Burlington and County of Halton,

And whereas the County of Halton and Township of Nelson were duly served with a notice of the said hearing,

And whereas this Board has this day heard Counsel for the said Village of Burlington, no one appearing to be opposed to the said application,

It is ordered and declared that the Village of Burlington, as at present constituted, be and the same is hereby erected into and incorporated as a Town under the name of "The Corporation of the Town of Burlington,"

And it is further ordered and declared that the existing limits of the said Village of Burlington, including the territory annexed thereto by this Board on the 10th day of June, 1914, shall be the boundaries of the Town of Burlington.

And it is ordered that the said Town of Burlington shall be divided into three Wards to be called Ward No. 1, Ward No. 2, and Ward No. 3, and that the said Wards shall be constituted as follows, that is to say:

Ward No. 1 shall be comprised of that portion of the Village of Burlington lying within the following boundaries: Commencing at the easterly angle of the Corporation of the Village of Burlington; thence in a south-westerly direction along the shore of Lake Ontario to the centre of Elizabeth Street; thence in a north-westerly direction along the centre of Elizabeth Street to the centre of Caroline Street; thence in a north-easterly direction along the centre of Caroline Street to the north-easterly limit of the Village of Burlington; thence in a south-easterly direction along the said limit to New Street; thence along the north side of New Street

in a north-easterly direction to Guelph Street; thence in a south-easterly direction to the place of beginning.

Ward No. 2 shall be comprised of that portion of the Village of Burlington lying within the following boundaries: Commencing at the intersection of the centre of Ontario Street with Maple Avenue; thence in a north-easterly direction along the centre of Ontario Street to the centre of Brant Street; thence in a south-easterly direction along the centre of Brant Street to the centre of James Street; thence in a north-easterly direction along the centre of James Street to the centre of Elizabeth Street; thence in a north-westerly direction along the centre of Elizabeth Street to the centre of Caroline Street; thence in a north-easterly direction along the centre of Caroline Street to the north-easterly boundary of the Village of Burlington; thence in a north-westerly direction along the north-easterly boundaries following all jogs and irregularities to the intersection of the Hamilton and Nelson Road with Brant Street; thence along the north-westerly and south-westerly boundaries of the Village of Burlington following all jogs and irregularities to the place of beginning.

Word No. 3 shall be comprised of that portion of the Village of Burlington lying within the following boundaries: Commencing at the most southerly angle of the Village of Burlington located on Burlington Beach; thence in a north-easterly direction following the windings of Lake Ontario to the centre of Elizabeth Street; thence in a north-westerly direction along the centre of Elizabeth Street to the centre of James Street; thence in a south-westerly direction along the centre of James Street to the centre of Brant Street; thence in a north-westerly direction along the centre of Brant Street to the centre of Ontario Street; thence in a south-westerly direction along the centre of Ontario Street to the south-westerly boundary of the Village of Burlington; thence in a southerly direction along the windings and irregularities of the south-westerly boundary of the Village of Burlington to the place of beginning.

And it is further ordered that the Council shall consist of a Mayor, Reeve, and Six Councillors, the whole to be elected by the town at large, the said elections and all appertaining thereto to be arranged and conducted in the usual manner, by the present Council.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2618.

The Ontario & Minnesota Power Co.

vs.

Fort Frances.

(Assessment Appeal.)

Sept. 2nd. Notice of appeal filed. Appointment for hearing, Sept. 15th, at 10 a.m., Town Hall, Fort Frances.

Sept. 12th. Hearing adjourned at request of counsel to Oct. 27th.

Oct. 27th. Hearing, two days. Judgment reserved.

Nov. 24th. Judgment delivered fixing assessment at: Land, $550,000; buildings, $250,000; business assessment, $480,000; total, $1,280,000, and appeal dismissed. (See written judgment of the Board.) (Company's appeal was dismissed by the Appellate Division Ontario Supreme Court.)

PROCEDURE FILE 2618.

BETWEEN:

The Ontario and Minnesota Power Company, Limited,

Appellant,

—and—

The Municipality of the Town of Fort Frances,

Respondent.

(Assessment Appeal.)

Opinion of the Board.

This is an appeal from the decision of the judge of the District Court of the District of Rainy River, dismissing an appeal of the above company from the finding of the Court of Revision of the Town of Fort Frances in respect of the assessment of its property in that town for the year 1914. It affects the assessment of the company for school purposes only, its assessment for other purposes having been fixed at $25,000 by By-law of the town passed in the year 1912. The property of the company consists of a number of parcels of land designated on the assessment roll as Water Power Blocks Nos. 1, 2 and 3, and Lots Z, Z (a) and X. Lot X is assessed for the sum of $5,000, and the propriety of this is not questioned by the company. Upon the other parcels of land there have been erected by the company a power-house, a wood preparing house, and a paper mill, in which have been installed machinery and its accessories—all forming one entire industrial plant.

As returned by the assessor, the rolls show the company's property to be assessed as follows:—

Land:	
Z . . . . . } Z (a) . . }	$2,000
I.O.F.	2,000
A.F. & A.M.	3,000
Water Power Block 1	20,000
Water Power Block 2	65,000
Water Power Block 3	8,000
	$100,000
Buildings	115,142
Business assessment	122,500
Total assessment	$337,642

As certified by the Court of Revision the assessment of the parcels designated respectively by the letters I.O.F. and A.F. & A.M. is unchanged—they, it appears, belonging to Mackenzie, Mann & Co., and the appellants being merely tenants, and on this appeal there is no contestation in respect of them. The Court of Revision altered the assessment of the other parcels as follows:

Water Power Blocks Nos. 1, 2, and 3, and Lots Z and Z (a) . .	95,000
Buildings	705,000
Business assessment	200,000
Total assessment	$1,000,000

Upon an appeal by the company to the District Judge the latter assessment was confirmed.

The grounds of this appeal, as set out in the appellant's notice of appeal are:

(1) That the amount of the assessment as fixed by the Judge on appeal is excessive;

(2) That some of the property included in the company's assessment is without the limits of the Town of Fort Frances;

(3) That the business assessment of the company is illegal and invalid.

No evidence in support of the ground of appeal above, numbered 2, was given, and it must be treated as in effect abandoned by the appellant. The contest is thus narrowed down to the quantum of the assessment of the parcels above set out, and the liability of the company to business assessment.

The location of the appellant's plant on its site in Fort Frances was induced by the existence there, at the outlet of Rainy Lake into Rainy River, of what appeared to its projectors to be a promising undeveloped water-power in close proximity to large pulp wood areas. These waters form the boundary between the Province of Ontario and the State of Minnesota, and the persons composing the appellant company have, through the medium of companies incorporated under the laws of the United States, acquired property rights which enable them to control this water power from the Minnesota side of the river, or so much of it as by international agreement is apportioned, or otherwise belongs, to that state. By acquiring the lands which are the subject of the assessment in appeal, through the medium of a company incorporated under the laws of Ontario, together with the right to develop, use and operate the water power, the same persons were enabled to control the water power on the Canadian side of the river. These companes in co-operation, by the construction of a dam across the river from shore to shore in the vicinity of these parcels have penned back and conserved its waters so that through the agency of appropriate machinery a large amount of power has been developed on the Canadian side of the river in a form suitable for manufacturing purposes. Without the portion of the dam extending from the international boundary to the Minnesota shore in American territory the power development project of the company would be impossible of consummation, and the expenditure on the Canadian side alone fruitless.

An appeal by the company against the assessment of its property in Fort Frances for the year 1911 was heard by the Board, and an order made dated the 14th of July, 1913. Although additions have since been made to the company's plant, the questions raised on that appeal were substantially the same as those raised on this. The Board's order then made was set aside by the Appellate Division of

the Supreme Court upon the ground that the Board, having made an order on consent of the parties, could not, after a subsequent hearing upon the merits, set it aside and make a new order materially different from the former one (Sec. 30, O.L.R. 373). Basing its decision on this purely technical ground, the view of the law upon which the Board proceeded in the previous appeal was not affected by the judgment of the Appellate Court, and it seems to the Board to be valid and applicable as a determining ground of decision in the present case. Dealing with the objection on the former appeal that the appellant company was assessed at too high a figure the Board said:

"The Assessment Act requires that real property shall be assessed at its 'actual value.' Prior to the radical revision of the Assessment Act, as contained in the Statutes of 1904, the standard prescribed for assessment was defined in these words: 'Real and personal property shall be estimated at their actual cash value as they would be appraised in payment of a just debt from a solvent debtor.' Where an entire, self-contained property is the subject of valuation for assessment purposes, slight difficulty need be experienced in applying either standard. Where, however, the property, the subject of assessment, is not self-contained, but is part of an entire system ramifying out into several wards or into another municipality, difficulty was experienced and there was a great variation of opinion amongst the judges as to the proper interpretation and application of the earlier standard of valuation. Ultimately these variant opinions were precipitated in the conclusion illustrated in the scrap iron assessment cases of which the Queenston Bridge case is one—a conclusion altogether unsatisfactory as a working basis for assessment purposes, thought doubtless unavoidable upon a strict application of the accepted canons of interpretation to the then Statute.

"In the Assessment Act of 1904, fundamental changes appear in the provisions affecting the assessment of such properties. Telegraph and telephone companies, street railway, light and power companies and international and intermunicipal bridge companies are specifically dealt with in a way to ensure an adequate valuation for assessment purposes. This is in some of the cases effected by assessing the part in a given municipality as an integral part of the whole and on the basis of the valuation of the whole. Besides these specific instances of change in the law there was the general enactment that 'real property shall be assessed at its actual value,' and not, as heretofore, at its actual cash value as in payment of a just debt from a solvent debtor."

"The real property of the company which is the subject of this appeal is not one entire, self-contained unit, but depends for its value in part upon artificial works and structures, such as dams and retaining walls, not within the Town of Fort Frances. In view of this fact and presumably on the assumption that the bare cost of the artificial structures within Fort Frances was still the basis of valuation for assessment purposes, the evidence of the appellant under this head was directed to showing what that cost was. The Board is of opinion that this is not the proper standard of valuation in this case. Cost does not bear any necessary or fixed relation to value. Conceivably a given expenditure of money might be made upon one site and under one set of circumstances which would result in no value accruing to the adventurer. A like expenditure of money made upon another site and under another set of circumstances might result in enormously enhanced value. Actual value in the Statute seems to be used as the equivalent of economic value. Nor is there an obligation under the present reading of the Statute to sever the

subject of the assessment from its associated properties and treat it as so much isolated material, unrelated to any general scheme however far-reaching, as was the case under the former Statute. The actual or economic value of the appellant's property—land and buildings—in Fort Frances arises from their relation to and connection with other properties—land and structures—of the appellant outside the limits of the town, and it is that value which must be laid hold of for assessment purposes."

It is in evidence that 5,000 h.p. have been developed on the Canadian side of the river, as a result of the Company's expenditures; that without possession of these parcels of land such development could not have been effected, and that the power developed, or nearly all of it, is now being employed productively in the appellant's industrial plant erected upon them. Admittedly a water-power as such, or a franchise to develop a natural waterfall, cannot be assessed. But the Board holds that if this new factor—power capable of doing work and creating wealth—has value, it inheres in these parcels of land, from which alone such power may be advantageously utilized, and furthermore that such value so inhering in them is to be imputed to them for assessment purposes, and must be taken into account as land when valuing them.

What then has been the effect of the actual value of the appellant's lands of this concentration upon them of mechanical power, and its economic application to industry? This is a question which on this appeal it was the duty of the appellant company to answer, the onus being upon it. The proofs adduced have fallen far short of this. It has been shown that the bond issues of the associated companies—Canadian and American, owned and controlled by the same group of capitalists, amount to upwards of $4,000,000, of the avails of which, with other moneys, some $1,300,000 have been spent upon the Canadian side of the river, in buildings, plant and machinery. Evidence has been given by the appellant that the following amounts fairly represent the expenditure of the company in Fort Frances for the following works:

1. Main dam with gates, etc.	$49,028 00
2. Canal wall, head gates, etc	25,169 00
3. Power house	66,100 00
4. Wood house	7,500 00
5. Paper mill building, not including machinery	119,263 00
	$267,060 00

Mr. Backus testified that the company had paid $5,000 for the parcels of land whose assessment is in question, and that he thought $10,000 a fair valuation of them now. This evidence stops far short of a satisfying answer to the question, what is the resultant value from the company's large expenditures in developing this power, and utilizing it as shown here, since that value for assessable purposes, the Board holds, inheres in these parcels of land.

When pressed by Mr. Murray under cross-examination Mr. Backus, the President of the appellant company, declined to place a value upon the water-power development on the Canadian side of the river:

Q.—Will you make it $3,000,000?

A.—I decline to put an estimate; I have always declined.

Q.—It is not for sale even at $3,000,000 or $4,000,000?

A.—I do not know how I could consent to its sale.

Q.—Are there difficulties in the way of putting a value on this water-power

A.—Certainly. For instance, in 1910 we had a fire raging through this country and we estimated that fire destroyed a million and a half or two million cords of wood. Supposing we had two or three more occurrences of that kind, I want to tell you that this water-power and these buildings would not be worth a dollar bill. If we ever could get our money back, and that looks a long way off, then it would be safe for a man to estimate what his property would be worth, but inasmuch as we have a great many millions invested in dams and buildings and machinery and timber, and so no, which might prove successful or may not, I contend a man ought not to be asked his judgment on an estimate of that kind.

Upon inconclusive testimony of this kind it is obviously impossible for the Board to set aside the finding of the District Judge. That finding—having the force of a judgment—affirms that the actual value of the company's lands, with business assessment added, is $1,000,000. On this appeal the validity of that judgment is questioned by the company on the ground of over-valuation. The appellant can succeed only by adducing proof that the actual value of these lands, including any increment accruing from the development of this water power, is less than the amount at which they are assessed. The President of the company, the most likely of all men to know, asked upon the witness stand as to the value of the water-power development, which the Board conceives to be the determining factor in fixing the value of these lands, declines to give an estimate, alleging as his reason the difficulties in the way. It may well be a matter of extreme difficulty to form such an estimate, involving as it must, where an enterprise of such magnitude and extent is concerned, a synthesis of many elements of conjectural value. But whatever the difficulties in the way of the appellant, in default of satisfactory proof of over-valuation, which can best be made by showing the property's actual value, there is no other course open to the Board but to dismiss the appeal and confirm the assessment, but this should be subject to the following modifications which are in part matters of form.

Without disturbing in other respects the aggregate amount of the assessment, exclusive of the business assessment, namely $800,000, the Board is of opinion that it should be otherwise apportioned as between land and buildings. The readjustment proposed will respect the evident intention of the Court of Revision and District Judge, while bringing the assessment into harmony with the Board's holding as to the devolution of the value created by the development of this water-power.

Mr. Shannon, a contractor, called as a witness by the company, has named $267,000 as his estimate of the cost of the buildings on the parcels of land in question. It is true that this estimate leaves out of account the large expenditure for cofferdams required when laying the foundations of the power-house. These cofferdams served also as auxiliary works for the construction of the permanent dam, but there is nothing before the Board to show how their cost should be apportioned as between the power-house and the permanent dam. Failing evidence on this point the Board must adopt Mr. Shannon's estimate of the cost of the buildings. This estimated cost is really their replacement value, leaving out of account any part of the cost of the cofferdams used in constructing the power-house, and the Board being of opinion that the buildings should not be assessed at a higher value, fixes their assessment, after making allowance for depreciation, at the sum of $250,000. The land should be assessed for the balance, $550,000.

There still remains to be considered the business assessment. Though the notice of appeal questions the company's liability to business assessment, this ground of appeal was not pressed at the hearing, and the Board entertains no doubt on this point. The business assessment is calculated on the basis of 25 per cent. of the assessed value of the land and buildings on the assumption that the appellant is a company for the transmission of electricity for light purposes under paragraph K of subsection (1) of section 10 of the Assessment Act. The Board is of the opinion that this assumption is not well grounded. True, at present some 12 per cent. of the power generated at Fort Frances is transmitted in the form of an electric current to International Falls, where it is used in lighting the streets of that town. But that was merely a temporary disposition of the power pending a demand on the Canadian side. Replying to questions when under examination, Mr. Backus is thus reported:

Q.—And the main purpose of this company is the manufacture of paper?
A.—Yes.

Q.—How much of this 600 h.p. that you are exporting is used for purposes other than the Associated Companies?
A.—There won't be any. The town over there will be lighted from the steam turbine.

Q.—It will all be used for manufacturing purposes?
A.—Yes.

From this it is clear that the appellant is not a company organized to transmit electricity and falling within the class referred to in Paragraph "K" above cited, but is a manufacturer, and as such is assessable for business purposes for a sum equal to 60 per cent. of the assessed value of its land and buildings.

In view of these findings of the Board the Assessment Roll should be amended so as to fix the assessment of the appellant company at the following amounts respectively:

Land	$550,000
Buildings	250,000
Business assessment	480,000
	$1,280,000

These alterations being made in the roll the appeal is dismissed. There will be no costs to either party, but the appellant will pay $30.00 in law stamps to the Board.

(Sgd.) D. M. McIntyre,

Chairman.

Toronto, Saturday, the 21st Day of November, 1914.

PROCEDURE FILE 2619.

International Bridge & Terminal Company,

vs.

Fort Frances.

(Assessment Appeal.)

Sept. 2. Notice of appeal filed.

Sept. 2. Appointment for hearing 15th inst., 10 a.m., Town Hall, Fort Frances.

Sept. 12. Hearing adjourned at request of counsel, to 27th prox.

Oct. 27. Hearing. Assessment reduced to $30,000 (see reporter's notes).

PROCEDURE FILE 2620.

Application by Chas. A. E. Schmitt, owner, under "The City and Suburbs Plans Act," and Section 20 of "The Municipal Amendment Act, 1914," for approval of Plan of Lots 4 and 5, Registered Plan 251, and Lots 4 to 8 (inclusive) Plan No. 15, City of London (narrow highway).

Sept. 3. Application filed.

Sept. 3. Appointment for hearing, Tuesday, 10th inst., 2.30 p.m., at the Board's Chambers.

Sept. 10. Hearing. Plan approved and certified.

PROCEDURE FILE 2624.

Friday, the Twenty-third Day of October, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman*, and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Germanicus Telephone Association and the Bell Telephone Company, of Canada, Limited, under Section 34 of "The Ontario Telephone Act" for the approval of an agreement providing for interchange of service.

Upon the application of the Germanicus Telephone Association, and the Bell Telephone Company, of Canada, Limited, and upon reading the memorandum of agreement, made the 1st day of September, A.D. 1914, by and between the Bell Telephone Company, of Canada, Limited, and the Germanicus Telephone Association, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of

the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Germanicus Telephone Association, and the Bell Telephone Company, of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,

(Seal)

Chairman.

PROCEDURE FILE 2625.

Friday, the Twenty-third Day of October, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of The Second Line Drummond Telephone Company, Limited, and the Bell Telephone Company, of Canada, Limited, under Section 34 of "The Ontario Telephone Act" for the approval of an agreement providing for interchange of service.

Upon the application of The Second Line Drummond Telephone Company, Limited, and the Bell Telephone Company, of Canada, Limited, and upon reading the memorandum of agreement, made the 24th day of August, A.D. 1914, by and between the Bell Telephone Company, of Canada, Limited, and the Second Line Drummond Telephone Company, Limited, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Second Line Drummond Telephone Company, Limited, and the Bell Telephone Company, of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE.

Chairman.

(Seal)

PROCEDURE FILE 2629.

Application by the Village of Waterdown, under Section 295 of "The Municipal Act," for validation of its By-law 198, and debentures thereunder ($12,500 for High School purposes).

Sept. 9. Application and material filed.

Sept. 9. Letter to applicant's solicitors advising that Board has not power to validate this by-law.

Nov. 11. Further material (new by-law, etc.) filed as directed.

Nov. 12. Hearing, 2.30 to 4 p.m. Application for validation of By-law 198 B refused at present.

PROCEDURE FILE 2630.

Wednesday, the Seventh Day of October, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Huntsville and Lake of Bays Telephone Company, Limited, and the Bell Telephone Company, of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an agreement providing for interchange of service.

Upon the application of the Huntsville and Lake of Bays Telephone Company, Limited, and the Bell Telephone Company, of Canada, Limited, and upon reading the memorandum of agreement, made the 22nd day of August, A.D. 1914, by and between the Bell Telephone Company, of Canada, Limited, and the Huntsville and Lake of Bays Telephone Company, Limited, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Huntsville and Lake of Bays Telephone Company, Limited, and The Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE.

(Seal)

Chairman.

PROCEDURE FILE 2637.

Application by the Township of Brant, under subsection 9 of Section 460 of "The Municipal Act," for an order to relieve the said township from the obligation to repair or rebuild a bridge between Lots Nos. 10 and 11, Con. XIV, Township of Brant (crossing Deer Creek).

Sept. 14. Application filed.

Sept. 15. Appointment for hearing, Oct. 2nd, at 10 a.m, at the Court House, Walkerton.

Oct. 2. Hearing, 10 a.m. to 1.30 p.m. Judgment reserved two weeks pending negotiations for settlement directed by the Board.

Nov. 23. Judgment 'vive voce' allowing application of township.

PROCEDURE FILE 2638.

Application by H. S. Malkin, et al, under Section 19 (1) of "The Municipal Act." (Chap. 192, R.S.O., 1914) for incorporation as a town of a certain part of the unorganized District of Temiskaming, to be known as the Town of Charlton.

Sept. 14. Application and material filed.

Sept. 17. Appointment for hearing, Oct. 6th, 11.30 a.m., at the Board's Chambers.

Oct. 6. Hearing, 11.30 a.m. to 12 noon. Incorporation decreed on filing of amended and further material (see reporter's notes).

Oct. 6. Order.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

PROCEDURE FILE 2638.

Present:—

Tuesday, the Sixth Day of October, 1914.

D. M. MCINTYRE, Esq., K.C.,
Chairman.
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the petition of H. S. Malkin and others, for the incorporation of the Town of Charlton.

Whereas by an Act, passed by the Legislature of the Province of Ontario, and known as The Municipal Act, being Chapter 192 of the Revised Statutes of Ontario, 1914, it is enacted that the Ontario Railway and Municipal Board may in the manner by the said Act provided, upon the application of not less than seventy-five male inhabitants of the locality, each of the full age of twenty-one years, incorporate as a town corporation, the inhabitants of a locality having a population of at least 500, and situate in one or more of the Provisional Judicial Districts, whether or not it lies within an existing township municipality, such locality having an area not exceeding 750 acres for the first 500 of its population, with 300 acres added for each additional 500.

And whereas by their petition filed, it appears that at least seventy-five male inhabitants of a certain locality heretofore known as Charlton, in the Township of Dack, in the District of Temiskaming, each being of the full age of twenty-one years, are desirous of an order being made, pursuant to the provisions of the said Act, declaring that from and after the 31st day of December, 1914, the inhabitants of the said locality shall be constituted a body corporate under the name of the Corporation of the Town of Charlton, describing the limits of the

town, stating the date and place for the holding of the first election of municipal councillors for the said town, appointing the returning officer, and otherwise providing for the holding of the election, according to law.

And whereas it has been made to appear that the said locality has an area of not exceeding 750 acres, and a population of over 500 souls.

And whereas public notice of the application to this Board this day for the said order was duly published in issues of The Cobalt *Daily Nugget*, a newspaper published in the Town of Cobalt in the District of Temiskaming, on the 19th and 26th days of September, 1914, and on the 3rd day of October, 1914.

And whereas this Board has this day heard counsel for the petitioners, no one appearing to oppose the said application.

1. It is ordered and declared that from and after the 31st day of December, A.D. 1914, the inhabitants of the locality hereinafter described, shall be incorporated as a Town Corporation, under the name of the Corporation of the Town of Charlton.

2. And it is further ordered and declared that the Town of Charlton shall comprise all that territory hereinafter described, that is to say: All and singular those certain parcels or tracts of land and premises, situate lying and being in the Township of Dack in the District of Temiskaming, and Province of Ontario, being composed of: Firstly, that portion of the south half of Lot Ten in the Fifth Concession of the said Township of Dack, lying south of the centre of the Blanche River. Secondly, that portion of the south half of Lot Eleven in the Fifth Concession of the said Township of Dack, lying south and east of the centre of the said Blanche River. Thirdly, that portion of the north half of Lot Twelve in the Fourth Concession of the Township of Dack, lying north of the centre of the said Blanche River. Fourthly, the north half of Lot Eleven in the Fourth Concession of the said Township of Dack. Fifthly, the lands known as the Agricultural Grounds, comprising twenty acres, situate in the south half of Lot Eleven in the Fourth Concession of the Township of Dack, and being more particularly described as follows: Commencing at a point on the north limit of the south half of said lot, distant fifty links from the north-east angle of the said south half of said lot; thence south parallel to the easterly limit of said lot a distance of fifteen chains; thence west parallel to the northerly limit of said south half of said lot a distance of thirteen and one-third chains; thence northerly parallel to the easterly limit of said lot a distance of fifteen chains to the northerly limit of said south half of said lot; thence easterly along said northerly limit a distance of thirteen and one-third chains to the point of commencement. And sixthly, the north half of Lot Ten in the Fourth Concession of said Township of Dack.

3. And it is further ordered that the date for the holding of the nomination of candidates for the first election of the Municipal Council of the Town of Charlton shall be Monday, the 4th day of January, 1915, and that the place for holding the said nomination shall be at Victoria Hall, in the said Town.

4. And it is further ordered that Bart Bagsley, Esquire, be, and he is hereby appointed Returning Officer to hold the said election, and should a poll be demanded, it is ordered that the same be held at the Court House on the 11th day of January, 1915, and if the Mayor and Council shall be elected by acclamation, the said Returning Officer shall forthwith declare the result, but if a poll is demanded, the said Returning Officer shall, at the Court House aforesaid, at the hour of twelve o'clock noon on the 12th day of January, 1915, declare the result of the said poll.

5. And it is further ordered that the first meeting of the Mayor and Council so elected as aforesaid, shall be held at a suitable building within the said Town of Charlton, at the discretion of the Mayor-elect, within one week of the declaration of the Returning Officer.

(Sgd.) D. M. McIntyre.
Chairman.

(Seal)

Procedure File 2639.

Between:—

The Corporation of the City of Toronto.

Applicant,

—and—

The Toronto & York Radial Railway Co.,

Respondent.

(Re Searchlights).

Sept. 17. Application filed.

Nov. 6. Hearing, pursuant to appointment. Board directs that Mr. Wilson, Assistant Manager of Railway Company, and Mr. Harvey, City's Experimenter, carry on joint experiments: if they cannot agree the Board will appoint engineer. Hearing adjourned one month to 10th Dec., at 2.30 p.m.

Dec. 10. Hearing continued. Parties report that agreement has been reached (see reporter's notes).

Procedure File 2644.

Tuesday, the Twenty-ninth Day of September, A.D. 1914.

Before:—

D. M. McIntyre, Esq., K.C., *Chairman.*
A. B. Ingram, Esq., *Vice-Chairman,* and
H. N. Kittson, Esq., *Commissioner.*

In the matter of the application of the Municipal Corporation of the Township of McKillop, under Section 17 (9) of "The Ontario Telephone Act," for the approval of the said Corporation's By-law No. 8 of A.D. 1914, and plans and specifications providing for the extension of a telephone system.

Upon the application of the above named Corporation and upon reading certified copy of the said by-law and their material filed.

The Board orders that the said By-law No. 8, of the Municipal Corporation of the Township of McKillop, plans and specifications providing for the extension of a local telephone system in accordance with the provisions of Part II of "The Ontario Telephone Act. 2 Geo. V. Cap. 38, be and the same is hereby approved.

And the Board makes no order for costs save and except that the applicant shall pay $5.00 for the law stamps required for this order.

(Sgd.) A. B. Ingram,
Vice-Chairman.

(Seal)

PROCEDURE FILE 2647.

Tuesday, the Twenty-ninth Day of September, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the South Leeds and Pittsburgh Rural Telephone Company, Limited, for the approval of By-laws, Rules and Regulations, under Section 26 of "The Ontario Telephone Act."

Upon the application of the applicant, and upon reading the By-laws, Rules and Regulations, a certified copy of which is attached to this order.

The Board orders that the said By-laws, Rules and Regulations be and the same is hereby approved under and in pursuance of Section 26 (6) of "The Ontario Telephone Act."

The Board makes no order as to costs save and except that the applicant shall pay $2.50 to cover the cost of the law stamps required for this order.

(Sgd.) A. B. INGRAM,

(Seal)

Vice-Chairman.

PROCEDURE FILE 2652.

Friday, the Twenty-third Day of October, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Burnt River Telephone Company, Limited, and the Bell Telephone Company, of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for the approval of an agreement providing for interchange of service.

Upon the application of the Burnt River Telephone Company, Limited, and the Bell Telephone Company, of Canada, Limited, and upon reading the memorandum of agreement, made the 16th day of September, A.D. 1914, by and between the Bell Telephone Company, of Canada, Limited, and the Burnt River Telephone Company, Limited, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and wtihdraw its approval of the above mentioned agreement, and require the same to be altered, amended,

varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Burnt River Telephone Company, Limited, and the Bell Telephone Company, of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,

(Seal)

Chairman.

Procedure File 2656.

In the matter of complaint *re* condition of cars, stop signs, etc., on 'Scarboro' Division of Toronto and York Radial Railway Co.

Sept. 24th. Complaint having been made and engineer's report on inspection filed, the Board appoints Oct. 5th, 11.30 a.m., at its Chambers, for the hearing.

Oct. 7th. Hearing, 11.30 a.m. to 12 m. Board directs that matters complained of be rectified. (See Reporter's Notes.)

Copy.

Toronto, Canada, August 22nd, 1914.

REPORT *RE* COMPLAINT AGAINST THE SCARBORO' DIVISION, THE TORONTO AND YORK RADIAL RAILWAY.

The Ontario Railway and Municipal Board, Parliament Buildings, Toronto.

Gentlemen,—In accordance with your request, I investigated the complaint made in reference to the Scarboro' Branch of the Toronto and York Radial Railway, and beg to report as follows:

I examined the condition of some of the cars while in operation on the road, and those in the power-house. The latter had evidently been cleaned and were in a satisfactory condition for service. The Superintendent informed me that it is their practice to clean the cars before they go out on the road, and a man is specially employed for this work. The floors of the cars inspected on the road were not in a satisfactory condition, and upon enquiry I was informed that the men were not specially instructed to sweep the cars out during the run, as they would be likely to carry out the work at a time when it would cause inconvenience to passengers. There is, however, no reason why the men should not be instructed to sweep the floors near the doorways and the vestibules, as this could be done while the car is in service without inconveniencing the passengers.

Regarding the complaint *re* windows, I might say that these in the cars inspected were in as clean condition as might be expected with cars operating on an unpaved highway.

In reference to the complaint *re* cushions. I find that several of the cars are equipped with plush cushions. It is a difficult matter to keep plush cushions clean in cars operated on a highway where there is a large amount of dust, and such cushions should not be used. I am informed that these plush cushions are to be replaced by cane, which of course will overcome this difficulty.

With reference to the question of signs, I noticed that a number of stop signs had become obliterated and these should be re-painted.

Referring to the complaint in reference to jolting of the cars, it appears that many of the rail joints from about Stop No. 23 to the city end of the line are not in very good condition and require attention. The condition of such joints would of course be more noticeable when riding in the single truck cars.

On the whole, I am of the opinion that the rolling stock in use on this line, and which I had an opportunity of inspecting, is reasonably satisfactory with the exception of some of the single truck cars and the seating referred to, but the track is not kept in as good condition as it might be. Also, the men should be instructed not only to sweep out their vestibules and the car floor near the doorways, but also to see that the passengers do not throw refuse, such as nutshells, etc., on the floor, such refuse was noticed on the floor of more than one car.

Respectfully submitted,

(Sgd.) J. C. ROYCE.

Copy.

Toronto, Canada, September 21st, 1914.

SUPPLEMENTARY REPORT *RE* COMPLAINT AGAINST SCARBORO' DIVISION, TORONTO AND YORK RADIAL RAILWAY.

The Ontario Railway and Municipal Board, Parliament Buildings, Toronto.

GENTLEMEN,—Since my report to you on the 22nd ult. I have made a further inspection of the above property, in order to ascertain what steps the company have taken to overcome the causes for complaint mentioned in said report, and beg to report as follows:

The cars are now being kept in a more cleanly condition, and I am informed by the management that the men have been instructed to sweep the cars out at the end of the line, when it can be done without inconvenience to the passengers.

The plush cushions with which several of the cars are fitted have not as yet been discarded. I understand, however, that cane cushions have, or are to be ordered for all cars now equipped with plush.

Some work has been done on the track since my last inspection. I would, however, recommend that the company be required to rectify the following defects, namely:—

(1) That all low or defective rail joints shall be raised and put in good condition, and the alinement of the track properly maintained.

(2) That all stop signs which are not clearly legible shall be re-painted.

It is evident from the effects of the recent heavy rains that in several places between Stop 23 and the city end of the line it will not be possible to properly maintain the alinement of the track unless better facilities for drainage are provided, which will necessitate the raising of the track in some low places. I would therefore recommend that the company provide for such proper drainage.

Respectfully submitted,

(Sgd.) J. C. ROYCE.

PROCEDURE FILE 2658.

Toronto Railway Co.,

vs.

Toronto.

Re Siding, King and Church Sts.

Sept. 25. Application and blue print filed.

Oct. 1. Hearing, 11 to 11.30 a.m. Judgment reserved.

Oct 8. Board's Engineer's report filed. Judgment dismissing application. Chairman directs that city take out order. Fee for law stamps will be charged, otherwise no fee will be charged.

PROCEDURE FILE 2658.

7th October.

The Chairman, the Ontario Railway and Municipal Board, Toronto.

SIR,—I have been instructed by your Board to submit my opinion regarding the proposed siding on Church Street, which the Toronto Railway Company desire to put down for loading their private fare box car.

I have carefully considered this matter, and, while fully appreciating the great convenience it would be to them, yet I am of the opinion that this siding would cause inconvenience to the general public who use this street. The company now have the corner of Adelaide and Church Street pretty well taken up by their cars during certain hours of the day, especially in the morning and evening, and also use it for switching their Harbord cars. These have to run down Church Street past the curve on Adelaide Street to the south, and then back up again north of the latter street to get on the west bound track along Adelaide Street for the return journey, and sometimes that keeps other cars standing during the operation of switching. This means the holding up of the street traffic at busy times, of which there is considerable, besides making it harder for pedestrians wishing to cross at this corner. Apart from this, there would not be room for street traffic going south to pass between a car standing on the proposed siding and one which might be on the main line at that point, because main line cars stop there before crossing King Street, and the plan submitted by the company shows very little more than a car's length from that street to the beginning of the new siding.

The whole matter then resolves itself into the question as to whether, if this application was granted by your Board, the laying of this switch would or would not cause inconvenience to street traffic. I can only give my opinion as stated above, and in answer it might be argued that the switching operations near Adelaide Street are sufficiently far away not to interfere with the switching of a car on the siding. However, I do not think there would be more than 200 ft. from where Harbord Street cars stop to switch north and the beginning of the new siding. This, of course, would allow traffic to pass, but there is still a probable chance of a block at the south end of the siding near King Street.

If the company could have run this siding down a side street, or into their own building, this last objection would be removed, but there is only Court Street, and that is at least 60 ft. too far north to be of any service and is too narrow for track laying. As to laying a siding into the building, that is also out of the question.

It therefore remains with your Board to decide whether the opinions in this report are sufficient to warrant your refusing their application or not.

I submit a sketch of Church Street, showing the location of the new siding, and also the present track from King Street to Adelaide Street.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 2659.

Application by the Town of Galt, under section 21 of "The Municipal Act," for annexation thereto of part of the Township of North Dumfries.

Sept. 25. Application, etc., filed.

Oct. 20. Hearing, pursuant to appointment, 2.30 to 3 p.m. Annexation decreed; Lot 486 to be added in order; amended application to be filed; taxes for 1915 to be based on Township Assessment for 1914; annexation to take effect from January 1st, 1915. Order.

PROCEDURE FILE 2659.

Tuesday, the Twentieth Day of October, A.D. 1914.

BEFORE:

D. M. MCINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the Application of the Corporation of the Town of Galt, under Section 21 of "The Municipal Act," for the annexation thereto of part of the Township of North Dumfries adjacent to the Corporation of the Town of Galt, and being composed of lots numbered 1 to 142, both included, and lots numbered 200 to 247, both included, and lot numbered 486, according to the plan of subdivision known as the "Manchester Survey," registered in the Registry Office of the County of Waterloo as No. 225.

Upon the application of the Municipal Corporation of the Town of Galt and of S. L. Clark and others, being a majority of the ratepayers of the said portion of the said township, and upon reading the resolution passed by the Municipal Council of the Town of Galt, at a regular sitting held on the Fifth day of October, 1914, declaring that it is expedient that the said portion of the said township adjacent to the Town of Galt be annexed to the said town, and upon reading the petition for such annexation signed by the said S. L. Clark and others constituting a majorty of the ratepayers of the said portion of the said township, and the declarations filed in support thereof, and no one appearing for the Township of

North Dumfries, or the County of Waterloo, although duly notified of the appointment for the hearing of this matter on the Twentieth day of October, 1914, by advertisement and by service of copies of the notice as appears by declarations filed, and upon hearing what was alleged by counsel on behalf of the applicants,

The Board doth order and proclaim that that portion of the Township of North Dumfries, in the County of Waterloo, adjacent to the Town of Galt, and being composed of all and singular lots numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247 and 486, according to the Plan of Subdivision known as the "Manchester Survey," of part of the southerly halves of township lots 9 and 10 in the Twelfth Concession of said township, registered in the Registry Office for the County of Waterloo as Number 225, be and the the same is hereby annexed to the Town of Galt, and be known as part of Ward Number One of the said town, said annexation to take effect on the day of the date of this order, and upon and subject to the following terms and conditions namely:—

1. That from and after the First day of January, One thousand nine hundred and fifteen, the said lands shall be liable to assessment by the said Town of Galt for all Corporate purposes, and all taxes accruing on said lands from and after the said First day of January, One thousand nine hundred and fifteen, shall be payable to the Town of Galt.

2. That the taxes and rates imposed for the year 1914, or any prior year, upon any of the lands included in the territory hereby annexed, which shall not have been collected before the Fourteenth day of December, 1914, may be collected by and shall belong to the Township of North Dumfries, and all right to collect the same, including distress for non-payment, or, if necessary, the sale of the said lands, or any of them, shall remain in the said township as though this order had not been made.

3. That the Town of Galt may at any time in the year 1914, or in the year 1915, prior to the passing of a By-law striking the rate of taxes for the year 1915, assess (subject to the rights of appeal provided by the Assessment Act) the lands included in the territory hereby annexed and the owners and occupants thereof for the year 1915, as though the same had been made in the year 1914, and the assessment made shall be the assessment on which the taxes in the said territory for the year 1915 shall be collected.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

PROCEDURE FILE 2664.

Tuesday, the Twentieth Day of October, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of Adelard Chenier, trading as the Chelmsford-Sudbury Telephone Line, and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act" for the approval of an Agreement providing for interchange of service.

Upon the application of Adelard Chenier, trading as The Chelmsford-Sudbury Telephone Line, and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 24th day of September, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and Adelard Chenier, trading as the Chelmsford-Sudbury Telephone Line, duplicate of which Agreement has been filed in the office of the Board,

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that Adelard Chenier, trading as the Chelmsford-Sudbury Telephone Line, and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2665.

Tuesday, the Twentieth day of October, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Sparta Rural Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, under Section 34 of "The Ontario Telephone Act," for approval of an Agreement providing for interchange of service.

Upon the application of the Sparta Rural Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, and upon reading the Memorandum of Agreement, made the 23rd day of September, A.D. 1914, by and between the Bell Telephone Company of Canada, Limited, and the Sparta Rural Telephone Company, Limited, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement (save and except in so far as it concerns or relates to charges, rates, rents or tolls) be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above-mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Sparta Rural Telephone Company, Limited, and the Bell Telephone Company of Canada, Limited, shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,

Chairman.

(Seal)

Procedure File 2667. (P. 209.)

Application by the Preston and Berlin Railway, under Sec. 93 of "The Ontario Railway Act," for authority to construct a branch line or switch from the main line of the railway in the Town of Waterloo.

Oct. 1. Application filed.

Oct. 22. Hearing, pursuant to appointment, 11.30 a.m. to 12 m. Board directs inspection by its Engineer, H. W. Middlemist, and adjourns hearing "sine die" pending filing of report on such inspection.

29th October.

The Chairman, the Ontario Railway and Municipal Board, Toronto.

Sir,—According to instructions from your Board, I went to Waterloo yesterday morning and inspected a proposed new siding of the Preston and Berlin Electric Railway into the property of the Globe Furniture Company. I was met by Mr. McBride, solicitor for the Railway Company and the Globe Furniture Company; Mr. Campbell, Engineer of the Railway Company; Mr. Bauer, Vice-President of the Globe Furniture Company; Mr. Bahnsen, the Manager; Mr. Shantz, who owns the land to the west of the Furniture Company, and who is, I understand, going to put up a factory of some kind on this land, and is, therefore, interested in the siding, and who has an agreement regarding it with the Railway Company, copy of which I attach to this report; Mr. Chas. Mueller, of the Charles Mueller Company, barrel manufacturers, whose land adjoins the east side of the Globe Furniture Company, from whom a part of the land will have to be obtained

to construct the said proposed siding. I was shown around the premises by these gentlemen, who also pointed out their various views of the matter as it stands just now.

To make the position of the present tracks and buildings clearer to your Board, I have requested Mr. Campbell to send me a complete plan of the location for the one submitted with the application does not show the existing siding into Mr. Mueller's property, as it comes in front of his buildings, while the proposed one would come at the back of them. Now, this siding plays an important part in the dispute between the parties, and has, I suspect, been largely the cause of the friction. From what I can learn, this present siding has been the property of Mr. Mueller for some years past, and he has allowed the Globe Furniture Company to use it until last spring, when, through the necessary extension of one of his buildings, that part of the siding had to be taken up, consequently rendering the track to the west of the new building nothing but a dead-end. The result was that the Furniture Company, who were enlarging their factories, weren't able to get their material in by cars, and, therefore, has to cart it a long distance, thereby causing the company much expense and annoyance. Here, I think, is largely the sore point in the present situation. This friction has arisen, and it appears to be hard to smooth away. Mr. Mueller claims that he suffered great inconvenience from letting the Furniture Company use this siding, as it meant more shunting and the moving of his cars backwards and forwards at times while being unloaded, in order to let some of theirs go past, and his men were kept standing idle while this was being done, the siding being only single tracked. He, however, says he was willing to accommodate the Furniture Company and did so for some years until last spring, when the erection of his new building upset the arrangement by cutting off their end of the line. While dealing with this particular siding I should point out that there is a sharp curve going round the corner of one of Mr. Mueller's buildings on the part of the siding he still uses. There were two box cars standing on it yesterday, and the bumper beams were, I should think, not more than about nine inches clear of each other on the inner side of the curve. The cars were each 34 ft. long in the body, while longer cars would, of course, be worse to deal with, not only on account of the bumper beams, but from the overhang of the car body on the inner side of the curve. I saw where some car had hit the corner of the building in passing round this curve, which cannot be changed, because to throw it further from the corner would make the curve sharper. No steam locomotive could possibly get around it, and I should not be surprised if cars got stuck or derailed at times at this place. I do not know the radious of this curve, but it is sharp enough to cause trouble.

The siding I have just described, of course has nothing to do directly with the one in question, but indirectly it will have to be considered by your Board in forming a true conclusion in the matter now before us, for the reason that on account of the condition of the existing siding, Mr. Mueller wants a spur in from the one proposed to be built by the Berlin and Preston Railway Company. He claims that Mr. Todd, the President, told him that if he would allow the Railway Company to put the diamond crossing in across his Grand Trunk siding, that the railway Company would give him a new switch at the back of his works, and he would then abandon the present siding I have described, and in return for that he would give the triangle of land wanted and shown on the plan.

This is what the Manager, Mr. Bahnsen, of the Furniture Company, objects to, as he says the switch would interfere with their cars coming in and going out.

so I would refer you here to the agreement with the Railway Company and Mr. Schantz, and it is for this reason I have requested Mr. Campbell to give me a new plan showing where this siding was going in. Mr. Bahnsen says that if Mr. Mueller wants this he should file a separate application before your Board and that it should not interfere with the present application. This would mean hearing all the evidence over again, and I think the whole matter should be disposed of now, but until I get the plans as requested, I cannot say what can be done with this, though I am unable to see that it would be any worse, if as bad, as the conditions prevailing before Mr. Mueller's new building cut off the present siding.

I understand, too, that the Railway Company have a charter from Waterloo to Wellesley, sixteen miles, which they may use some time, in which case this proposed siding would become a main line, which I should think would materially alter conditions. However, taking this for what it is worth, I fully recognize that the Globe Furniture Company must have a siding to their works, and the proposed location is the place for it, provided the Grand Trunk do not object to the diamond over their branch, and if this question between the parties themselves can be settled satisfactorily so much the better. To not grant the application I think would be a hardship. At the same time I am of opinion that Mr. Mueller's case should be carefully considered and, taking into account the sharp curve in his existing siding, I think he can hardly be blamed for wanting to get a new switch.

I spent considerable time yesterday afternoon talking to those interested and endeavoured to get them to settle. Mr. Bauer, of the Globe Furniture Company, promised to talk to Mr. Bahnsen and let me know by letter results of his conversation, which I have since got and attach to this report. The Furniture Company claim that as Mr. Mueller handles about 800 cars a year, against their 170 to 200, that he will be getting more out of the new siding than the Furniture Company, who are going to the expense of filling in the swamp it is located on, and whatever other expenses are incurred. If your Board think Mr. Mueller is entitled to this accommodation, why could he not be charged some proportion of the expense of the siding, and, in addition, give the triangle of land required. When I speak of the proportion of expense, I mean of that part of the siding which his cars will pass over. I did not suggest this to the above mentioned parties because it did not occur to me at the time, but while writing this it seemed a possible solution. Then, again, it is surely up to the Railway Company to do their shunting in such a manner as will cause as little blocking as possible. It is done in other places, why can it not be done here?

To sum up, then, Mr. Mueller must either keep his present siding and not have any rights on the new one, or else he must come in on it, in which case he should contribute in some way towards it, and, in addition, give the triangle of land on the same terms that the Furniture Company are contributing in their agreement with the Preston and Berlin Railway Company, and the Railway Company, who will, I suppose, get their switching charges of so much a car, should see to it that they do not block the Furniture Company's premises with Mr. Mueller's cars. If Mr. Mueller is not to have access to this line, then he will have to be paid a fair compensation for the land taken and something for crossing his present track, which latter will, of course, depend upon what the Grand Trunk Railway has to say. Here I would again refer you to what he claims Mr. Todd told him when the diamond was put in, and which I mention in the earlier part of this report. The Furniture Company must have a siding and this appears to be the most suitable location, though expensive through having to cross and fill in

the swamp shown on the plan. I think the application is reasonable and should be granted, but I am of opinion that the Board in granting it would do well to consider whether Mr. Mueller's claim is or is not sufficient to be taken into account, bearing in mind the condition of his present siding.

Since writing the above the other day I have had a letter from Mr. Bauer, with suggestions regarding the siding for Mr. Mueller, and am sorry that on account of my being out of the city I did not see him when he called on me. I have, however, written him asking for the plan of the new proposal, and I trust that a satisfactory arrangement may now be made between the parties. Until this plan is forthcoming, I am not clear as to how Mr. Bauer intends to overcome the difficulty.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 2670.

In the matter of the complaint of John A. Patterson, *re* overcrowding of cars on Metropolitan Division, Toronto and York Radial Railway.

Oct. 5. Engineer's report filed of investigation directed by the Board owing to complaint received July 20th.

Oct. 8. Conference 11 a.m. to 12 m. between Board, Board's engineer, and solicitor and manager of Railway Company. Company will provide more cars in summer season and on holidays, and will submit its traffic reports to the Board, showing number carried by each car and such car's capacity.

Toronto, Oct. 2nd, 1914.

REPORT *RE* TRAFFIC ON THE METROPOLITAN DIVISION, THE TORONTO & YORK RADIAL RAILWAY.

The Ontario Railway and Municipal Board, Parliament Buildings, Toronto.

GENTLEMEN,—Pursuant to your instructions I have made an investigation in reference to over-crowded cars on the Metropolitan Line and beg to report as follows:—

My investigation extended over several weeks, and was made from time to time when the traffic was most likely to he heavy. I also on several occasions, sent a man as far north as Newmarket to observe the traffic at that point. I was unable to find any over-crowding on the cars except on one or two occasions when not more than a dozen peple were standing in a car, and the man whom I employed reports two cases of over-crowding when there were twelve and eighteen people standing respectively. These occurred on Sunday evenings in August.

It appears that when action was taken by your Board and an investigation started, the Company took steps to overcome the crowding complained of by putting on additional cars which, according to my investigation, appear to have largely overcome the difficulty in question.

Owing to the irregular fluctuation of the summer traffic on this line, it is difficult to set down any hard and fast rule governing the exact number of cars

which should be operated at certain times to insure that all passengers are provided with seats. A reasonably satisfactory service could be provided, however, by holding sufficient cars in readiness at times when there is a possibility of increased traffic so they could be sent out on short notice to relieve the situation. The company appear to be reasonably equipped to handle the traffic on this line except on exceptional occasions. If this division were equipped with a double track line, or if it were practicable to operate a multiple unit system on the present line, the problem of taking care of the fluctuating traffic would be very much simplified.

It appears that under the present conditions the only remedy is to hold sufficient cars ready and to place them in service at times when there is likely to be increased traffic, and this is apparently the plan which the company have been following since their attention has been called to the matter by the action of your Board. I would, however, recommend that the company be required to still further improve the accommodation provided, especially on Sunday during the summer, in order to insure that such cases of over-crowding as I have referred to do not occur.

Respectfully submitted,

(Sgd.) J. C. ROYCE.

PROCEDURE FILE 2679.

In the matter of Section 9 of "The Local Improvement Act," Chap. 193, R.S.O., as amended by Section 42 of the Statute Amendment Act, 1914, Chap. 21, and in the matter of the petition of certain residents of the City of Hamilton against the proposed pavement in Charlton Avenue.

Oct. 9. Petition, etc., filed.

Nov. 3. Hearing, 11 a.m. to 12 noon. View 2 to 3 p.m. Judgment reserved.

Nov. 9th. Judgment given dismissing petition, but sheet asphalt to be laid instead of blocks. Order.

PROCEDURE FILE 2679.

Monday, the Ninth Day of November, 1914.

BEFORE:

D. M. MCINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Petition of "The Church of the Ascension," (C. C. Thomson, Peoples' Warden) and others, for an order restraining the Corporation of the City of Hamilton from proceeding with the construction of a wood block pavement on Charlton Avenue between James and Bay Streets as a local improve-

ment, and in the matter of Section 9 of "The Local Improvement Act," Chapter 193, R.S.O., as amended by Section 42 of the Statute Amending Act, 1914, Chapter 21.

Upon the application of the Petitioners herein, and upon reading the petition of the said applicants, and upon hearing what was alleged by counsel on behalf of the Petitioners and the Corporation of the City of Hamilton, and hearing the evidence adduced, and having investigated the complaint of the said Petitioners,

This Board doth order that the petition be and the same is hereby disallowed,

And this Board doth further order that the Corporation of the City of Hamilton be at liberty to substitute what is known as "a sheet asphalt pavement" on the said Charlton Avenue between James and Bay Street in the place and stead of the "wood block pavement" mentioned in said petition,

And this Board directs that the Corporation of the City of Hamilton pay the sum of $10.00 for the law stamp on this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2680.

Application by the Temiskaming & Northern Ontario Railway Commission, complaining that the Temiskaming Telephone Company, Ltd., refuses to accept calls from the Highland Telephone Company's System which are routed over the lines of the applicant.

Oct. 9. Application, etc., filed.

Nov. 17. Hearing. Judgment reserved to permit parties to reach voluntary agreement with assistance of Board's expert. Provisional agreement signed on behalf of both parties.

Dec. 26. Agreement filed for approval.

Copy.

PROCEDURE FILE 2681.

Monday, the Second Day of November, A.D. 1914.

BEFORE:

D. M. McINTYRE, *Esq., K.C., Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman*, and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the Application of the Algoma Central and Hudson Bay Railway Company, under 62 Victoria, Chapter 23, Section 1 (Ontario) and 1 George V., Chapter 17, Section 17 (Ontario), for approval of the payment to the said Company of the Provincial Subsidy of $2,000 per mile of its Railway for a distance of 49.81 miles, from mileage 80.8 at Oba, the junction with the Sudbury-Port Arthur branch of the Canadian Northern Railway, to mileage 130.61 at Hearst, the junction with the National Transcontinental Railway.

Upon reading the reports, dated September 29th and October 26th, 1914, of the Engineer of the Department of Public Works of Ontario,

The Board hereby certifies and declares that the said The Algoma Central and Hudson Bay Railway Company is entitled to the payment of the Provincial Subsidy of $2,000 per mile of its railway for a distance of 49.81 miles from mileage 80.8 at Oba, the junction with the Sudbury-Port Arthur branch of the Canadian Northern Railway, to mileage 130.61 at Hearst, the junction with the National Transcontinental Railway, the said subsidy having been granted to the said Railway Company by 62 Victoria, Chapter 23, Section 1 (Ontario) and 1 George V., Chapter 17, Section 17 (Ontario).

(Sgd.) D. M. McINTYRE,
Chairman.

PROCEDURE FILE 2682.

Friday, the Twenty-third Day of October, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the Application of the Toronto Suburban Railway Company, under Section 174 of "The Ontario Railway Act," for leave to open for carriage of traffic that portion of its railway between its present terminus, the Village of Weston, and the Village of Woodbridge.

Upon the application of the said Company, and upon reading the affidavit of Edward Thomson Wilkie, Chief Engineer of the said Company, and the Board having appointed its Engineer, H. W. Middlemist, to examine the said portion of the said railway proposed to be opened, and the said H. W. Middlemist having examined and inspected the said railway, and having, by his report, dated 12th October, 1914 (a duplicate of which report is hereto annexed), recommended the opening for carriage of traffic of that portion of the said railway hereinafter mentioned upon the terms mentioned in the said report,

The Board orders, under and in pursuance of Section 174 of "The Ontario Railway Act," that the application of the above named Company, to open for the carriage of traffic that portion of its line between its present terminus in the Village of Weston and the Village of Woodbridge, be and the same is hereby granted, upon and subject to the terms and directions mentioned in the said report of the said H. W. Middlemist.

And the Board further orders that the said Company shall forthwith do, perform and complete the work and requirements directed and set forth in the said report, and shall, in all respects, comply with the terms, directions and conditions thereof,

And the Board further orders that the said Company shall pay $15.00, the fees to date of the said engineer in connection with the said report, and the sum of $10.00 for law stamps on this order.

And the Board reserves further inspection, direction and order herein.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

12th October.

The Chairman, the Ontario Railway and Municipal Board, Toronto, Ont.

SIR,—I have to report that on Friday afternoon last, accompanied by Mr. A. B. Ingram, of your Board, and by Messrs. Royce and Wilkie, representing the Toronto Suburban Railway, I made a preliminary inspection of the Weston to Woodbridge Branch of that Company's line. We left Keele Street, West Toronto, at two o'clock p.m. by special car over the present system to the town of Weston, where the new line joins it.

The new system, which is single track throughout, with passing places at various points, runs along the left side of the highway from Weston towards Woodbridge, and under the Grand Trunk Railway, for a distance of about one mile from the end of the old line to where it enters private right-of-way. The work on this portion when I saw it was incomplete, not having been surfaced up, and would require a gang of men some three or four days longer to do this satisfactorily. I would suggest that for the present the speed of cars on this section be not over eight miles per hour, because the highway is narrow at places here, especially under the Grand Trunk Bridge, and for this reason alone, even after the track is finished. I think it advisable not to run very fast till the highway is altered, or at least something is done to give more room for the vehicles in narrow places, and I think this concerns the town of Weston as well as the company. If this precaution is taken, I do not anticipate any danger, but would advise the immediate completion of the track, say within 15 days from the date of this report, including the bonding which still has to be done.

From the point where the railway leaves the highway to the town of Woodbridge, the line is located on a private right-of-way. The track is in fairly good condition, though not ballasted, except in a few spots where gravel has been found in the cuttings along the right-of-way. There are some spots where the rails are low, due to the shrinkage of the embankment, and these should be raised up and resurfaced from time to time when they occur. This portion of the line has also to be bonded and that should be done at once. The resurfacing of the low points in the track can be done at the same time, also the refixing of some of the poles on the curve where the line leaves the highway, which lean over towards the rails, and a pole at a road crossing belonging to another company, probably a telephone line, which must be set back further from the track, and sign boards marked "RAILWAY CROSSING" should be put up at all road crossings. The embankments are narrow at certain places, and should be widened while the track is being re-surfaced, and the bonding is being done; also, some further attention should be given to surface drainage at various points. These matters have all been verbally pointed out to the Company's engineer and should all be made good within a period of forty days from the date of this report. For the present, I would suggest a speed for this section not exceeding twelve miles per hour.

The bridges are in good condition and, as far as could be seen, are complete, but there is at present no terminal station at Woodbridge, and this should be built as soon as it can reasonably be done.

If the requirements of this preliminary inspection and report are carried out and proper care used in operation, I see no reason why the Company should not use the line till it is finally completed and inspected.

Yours truly,
H. W. MIDDLEMIST.

PROCEDURE FILE 2683.

BETWEEN:

The Municipal Corporation of the Town of Fort Frances,

Applicant,

—and—

Percy D. Roberts (Trading as the Rainy River International Telephone Co.),

Respondent.

Application for an order, under Section 33 of "The Ontario Telephone Act," prescribing terms and conditions upon which there shall be intercommunication between and joint-operation and reciprocal use of the telephone systems of the applicant and respondent.

Oct. 13. Telegraphic application.
Oct. 24. Formal application.
Oct. 28. Hearing. Judgment reserved pending report of Board's expert.
Oct. 28.
Nov. 9. Report of Board's expert.
Dec. 7. Order.

Monday, the Seventh Day of December, A.D. 1914.

BEFORE:

D. M. McINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the Application of the Municipal Corporation of the Town of Fort Frances for the readjustment of the tolls for interchange of service between the Fort Frances Telephone System and the Rainy River International Telephone Company, and for an order requiring the said company to furnish an efficient service over its line.

Upon the application of the above named applicant and upon hearing the evidence adduced on behalf of the applicant and the Rainy River International Telephone Company, and upon reading the report of the Telephone Expert of the Board, and other material filed,

The Board orders that the tariff of charges for long distance telephone service, approved by the Board on April 20th, A.D. 1911, be hereby cancelled, and that the Schedule of Tariff Charges, dated December 1st, 1914, hereto annexed be substituted therefor,

And the Board further orders that the Rainy River International Telephone Company shall pay to the applicant a fee of five cents for each conversation passing over the lines of the said company which may originate or terminate upon the system of the applicant,

And the Board further orders that the Schedule of Tariff Charges hereto annexed be incorporated as part of this order.

And the Board further orders that the long distance line of the Rainy River International Telephone Company between the towns of Fort Frances, Rainy River, and intermediate points be overhauled and all repairs necessary to place this line in good working order be executed by the Company forthwith, and that the said line shall be maintained hereafter in such manner as to render it capable of furnishing a continuous and efficient service to the public,

And it is further provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order, and require the provisions thereof to be altered, amended, varied or otherwise changed or modified as to the Board may seem requisite or proper,

And the Board makes no order for costs, save and except that the applicant and the Rainy River International Telephone Company shall each pay $5.00 for the Law Stamps required for this order.

(Sgd.) D. M. McIntyre.
Chairman.

THE RAINY RIVER INTERNATIONAL TELEPHONE COMPANY, LIMITED.

Schedule of Tariff Charges for Long Distance Conversations of 3 minutes duration.

—	Fort Frances	Crozier	Devlin	Emo	Barwick	Stratton	Pine-wood	Slee-mans	Rainy River
	cents	cents	cents	cents	cents	cents	cents	cents	cents
Fort Frances.	.....	15	15	20	25	30	30	30	35
Crozier	15	.....	15	15	20	25	30	30	30
Devlin	15	15	.....	15	15	20	25	30	30
Emo	20	15	15	.....	15	15	20	25	30
Barwick	25	20	15	15	.....	15	15	20	25
Stratton	30	25	20	15	15	.....	15	15	20
Pinewood	30	30	25	20	15	15	.....	15	15
Sleemans	30	30	30	25	20	15	15	.....	15
Rainy River.	35	30	30	30	25	20	15	15	.....

Overtime.

Where the tariff charge for 3 minutes conversation is 15 cents the charge for each additional minute or fraction thereof will be 5 cents.

Where the tariff charge for 3 minutes conversation exceeds 15 cents the charge for each additional minute or fraction thereof will be 10 cents.

Other Line Charges.

In all cases where the conversation originates or terminates upon the lines of systems other than the Rainy River International Telephone Company, Limited, this tariff will be subject to the addition of an "other line charge" of 10 cents, which amount shall be apportioned as follows:—

5 cents to the system upon which the conversation originates.
5 cents to the system upon which the conversation terminates.

Dated this First day of December, A.D. 1914.

PROCEDURE FILE 2686.

In the matter of Section 9 of "The Local Improvement Act," Chap. 193, R.S.O., as amended by Section 42 of the Statute Amendment Act, 1914, Chap. 21, and in the matter of the matter of the Petition of Rachel Gray, et al, against the proposed pavement on Bay Street.. in the City of Hamilton.

Oct. 14. Petition, etc., filed.

Nov. 3. Hearing commenced and adjourned "sine die" pending scrutiny of petition by city clerk.

Nov. 5. Petition received from City Clerk, certified as sufficiently signed.

PROCEDURE FILE 2688.

In the matter of the application of John W. G. Winnett, Owner, under "The City and Suburbs Plans Act," for approval of Plan of part Lot 10, Con. "B," Township of London, and part Lots 10 and 11, Con. "B," Township of London (now in the City of London), Registered Plan 315.

Oct. 16. Objection filed by City of London.

Oct. 27. Application and plan, with affidavit of service, filed.

Nov. 12. Hearing. Plan approved and certified.

PROCEDURE FILE 2696 (P. 210).

Saturday, the Twenty-fourth Day of October, A.D. 1914.

Before:—

D. M. MCINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application of the Corporation of the City of Toronto, under section 232 of "The Ontario Railway Act," for leave to equip and operate a street railway upon Bloor Street, from Dundas Street to Quebec Avenue.

Upon the application of the said Corporation, and upon reading the notice of application filed by William Johnston, Esquire, solicitor for the applicant, the affidavits of George G. Powell, Engineer, and James C. Forman, Assessment Commissioner, and the exhibits therein referred to, filed;

The Board orders, under and in pursuance of section 232 of "The Ontario Railway Act," that the application of the Corporation of the City of Toronto, to conduct, equip, maintain and operate a double line of street railway upon Bloor Street from Dundas Street to Quebec Avenue, in the City of Toronto, be and the same is hereby granted.

And the Board orders that the plans and profiles of the said proposed railway and the detailed specifications for the construction thereof be submitted to the Board for approval from time to time, pending the construction of the said double line of railway.

And the Board reserves further direction and order herein.

(Sgd.) D. M. MCINTYRE,
Chairman.

PROCEDURE FILE 2701.

In the matter of Section 9 of "The Local Improvement Act," Chap. 193, R.S.O., as amended by Section 42 of the Statute Amendment Act, 1914, Chap. 21, and in the matter of the petition of certain residents of the City of Hamilton against proposed pavement on Charlton Ave. (between James and John Sts.).

Oct. 30. Petition, etc., filed.
Nov. 3. Hearing, 12 noon to 1 p.m., view 2 to 3 p.m. Judgment reserved.
Nov. 9. Judgment given dismissing petition.
Nov. 9. Order.

Monday, the Ninth Day of November, 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman.

A. B. INGRAM, Esq.,
Vice-Chairman.

H. N. KITTSON, Esq.,
Commissioner.

IN THE MATTER OF the petition of Mercantile Trust Company, of Canada, Limited, and others, for an order restraining the Corporation of the City of Hamilton from proceeding with the construction of a wood block pavement on Charlton Avenue between James and John Streets as a local improvement, and IN THE MATTER of Section 9 of "The Local Improvement Act, Chapter 193, R.S.O., as amended by Section 42 of the Statute Amending Act, 1914, Chapter 21.

ORDER.

UPON the application of the petitioners herein, and upon reading the petition of the said applicants, and upon hearing what was alleged by counsel on behalf of the petitioners and the Corporation of the City of Hamilton, and hearing the evidence adduced, and having investigated the complaint of the said petitioners;

THIS Board doth order that the said petition be and the same is hereby disallowed.

AND this Board directs that the Corporation of the City of Hamilton pay the sum of $10.00 for law stamps on this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2708.

Friday, the Twenty-seventh Day of November, A.D. 1914.

Before:—

D. M. MCINTYRE, Esq., K.C., *Chairman.*
A. B. INGRAM, Esq., *Vice-Chairman,* and
H. N. KITTSON, Esq., *Commissioner.*

In the matter of the application of the Municipal Corporation of the Township of Thessalon, under subsection 6 of section 8 of "The Ontario Telephone Act," R.S.O., c. 188, for the right to use the highways and road allowances in the unorganized Township of Lefroy.

Whereas the Municipal Corporation of the Township of Thessalon, being the initiating municipality having authority to establish a telephone system under the provisions of Part II of "The Ontario Telephone Act," known as "The Ansonia and Thessalon Telephone System," has applied to the Board for an order granting to the applicant the right to use the highways and road allowances in the unorganized Township of Lefroy for placing in, upon, over or under the same poles, cables, ducts and other wires for the purpose of the business of the said telephone system.

The Board orders that the right to use the said highways and road allowances in the Township of Lefroy for placing in, upon, over or under the same poles, cables, ducts and other wires for the purpose of the business of the said telephone system, be and the same is hereby granted subject to the following conditions:

1. All works done in, upon, over or under the said highways and road allowances shall be carried out in accordance with the specifications fixing the minimum standard requirements for the construction and equipment of telephone systems under the provisions of Section 26 of "The Ontario Telephone Act," issued by the Board and dated the 20th day of April, A.D. 1914.

2. No poles, cables or wires shall be erected upon or along the highway, upon or along which are located the poles, cables or wires of a telephone system within the legislative jurisdiction of Ontario, until the provisions of subsection 10 and 11 of section 17 are complied with, and then only after the consent of the Board to the erection of such poles, cables or wires has been granted.

And the Board makes no order as to costs, save and except that the applicant shall pay $5.00 for the law stamps required for this order.

(Sgd.) D. M. MCINTYRE.
Chairman.

(Seal)

PROCEDURE FILE 2714.

BETWEEN:—

Walter S. Russel,

Appellant,

—and—

The Township of Maidstone,

Respondent.

(Assessment Appeal).

Nov. 7. Notice of appeal filed.

Dec. 2. Hearing, 11.30 a.m. to 12.30 p.m., of respondent's preliminary objection that appeal herein lodged too late. Judgment reserved pending filing, within two weeks of written argument.

Dec. 16. Written argument, on behalf of respondent filed.

Dec. 21. Written argument, on behalf of appellant, filed.

PROCEDURE FILE 2715.

BETWEEN:—

Samuel Stover,

Appellant,

—and—

The Township of Maidstone,

Respondent.

(Assessment Appeal).

Nov. 7. Notice of appeal filed.

Dec. 2. Hearing, 11.30 a.m. to 12.30 p.m., of respondent's preliminary objection that appeal herein lodged too late. Judgment reserved pending filing, within two weeks, of written argument.

Dec. 16. Written argument, on behalf of respondent, filed.

Dec. 21. Written argument, on behalf of appellant, filed.

PROCEDURE FILE 2729.

Application by the Village of Grimsby, under section 17 of "The Municipal Act," for annexation thereto of certain parts of the Township of North Grimsby.

Nov. 16. Application and by-law filed.

Nov. 14. Appointment for hearing, Dec. 2nd, 11.30 a.m., Council Chamber, Grimsby.

Nov. 20. Hearing adjourned to 9th December, at 11.30 a.m., at request of counsel for applicants.

Dec. 9. Hearing adjourned to 11th inst., at request of counsel.

Dec. 11. Hearing. Judgment reserved.

Dec. 15. Judgment allowing amended application, omitting projection southerly on Robinson Street.

PROCEDURE FILE 2733.

Tuesday, the First Day of December, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

The Municipal Corporation of the Town of Gore Bay.

—and—

The Subscribers of the Township of Gordon Telephone System.

Upon the application of the applicant, and upon reading the memorandum of agreement, made the 1st day of September, A.D. 1914, by and between the Municipal Corporation of the Town of Gore Bay and the subscribers of the Township of Gordon Telephone System, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Municipal Corporation of the Town of Gore Bay and the subscribers of the Township of Gordon Telephone System shall each pay the sum of $2.50 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 2734.

Application by James Plumton and James Ross, under Section 36 of "The Ontario Telephone Act," for service of Mount Pleasant Telephone Co.

Nov. 16. Application, etc., filed.

Dec. 11. Hearing. Judgment delivered directing that applicants be furnished with service on payment of $1.50 per annum each to the Municipality of the Township of Brighton for use of poles.

Procedure File 2741.

(See P. F. 2413).

Application by the Lambton Telephone Co., under Section 33 of "The Ontario Telephone Act," for interchange of service with the Telephone System of the Township of Moore.

May 19. Application filed.

June 5. Hearing. Judgment reserved to permit parties to reach voluntary settlement.

Nov. 23. Agreement for interchange of service filed for approval.

Dec. 1. Order.

PROCEDURE FILE 2741.

Tuesday, the First Day of December, A.D. 1914.

Before:—

D. M. McINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

The Municipal Corporation of the Township of Moore,

—and—

The Lambton Telephone Company, Limited.

Upon the application of the applicant, and upon reading the memorandum of agreement, made the 19th day of November, A.D. 1914, by and between the Municipal Corporation of the Township of Moore and the Lambton Telephone Company, Limited, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement be and the same is hereby approved, under and in pursuance of Section 34 of "The Ontario Telephone Act," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this order and withdraw its approval of the above mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

And the Board further orders and directs that the said agreement be and the same is hereby incorporated as a part of this order and that the Municipal Corporation of the Township of Moore and The Lambton Telephone Company, Limited, shall observe and fulfill the conditions provided for in the said agreement.

And the Board makes no order for costs, save and except that the Municipal Corporation of the Township of Moore and the Lambton Telephone Company, Limited, shall each pay the sum of $7.50 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 2750.

Order No. .....

The Board of Railway Commissioners for Canada,

and

The Ontario Railway and Municipal Board.

Thursday, the 3rd Day of December, A.D. 1914.

H. L. DRAYTON, K.C.,
Chief Commissioner.
S. J. MCLEAN,
Commissioner.
For the Board of Railway Commissioners for Canada.

and

D. M. MCINTYRE, K.C.,
Chairman.
A. B. INGRAM,
Vice-Chairman,
H. N. KITTSON,
Commissioner.
For the Ontario Railway and Municipal Board.

In the matter of the Application of the Sandwich, Windsor and Amherstburg Railway Company, hereinafter called the "Applicant Company," under Section 228 of the Railway Act, as amended by 1-2 George V., Chapter 22, Section 5, and Section 131 of the Ontario Railway Act, for authority to connect its track leading to its car barn on part of Lot 73, in the 1st Concession of the Township of Sandwich West (now in the City of Windsor), to the team tracks of the Michigan Central Railroad Company, situate upon the adjoining land, being part of said original Lot No. 73, by means of an interchange track, as shown on the plan dated January 13th, 1914, on file with the Board under file No. 6713.92.

Upon the report and recommendation of the Assistant Chief Engineer of the Board of Railway Commissioners for Canada, and the consent of the Michigan Central Railroad Company and the City of Windsor, filed—

It is ordered that the applicant company be, and it is hereby authorized to connect its track leading to its car barn on part of Lot 73 in the 1st Concession of the Township of Sandwich West (now in the City of Windsor) to the team tracks of the Michigan Central Railroad Company, situate upon the adjoining land, being fipart of said original Lot No. 73, by means of an interchange track, as shown on the said plan on file with the Board under file No. 6713.92, subject to and upon the following conditions, namely:

1. That, except as is specifically hereinafter provided, the said interchange track be constructed by the applicant company and at its sole expense, both as to material and labour.

2. That the materials provided and the work done in respect of the said interchange track upon such portion of the land as is owned by or leased to the Michigan Central Railroad Company be provided and done under the supervision and to the satisfaction of the Chief Engineer of the said Michigan Central Railroad Company.

3. That the frog and switch to be used in connection with the said interchange track be furnished by the Michigan Central Railroad Company and installed by that Company, but at the cost both as to material and labour of the Sandwich, Windsor and Amherstburg Railway Company.

4. That so much of the rails and other material as are placed upon the lands of the Michigan Central Railroad Company become and remain the property of the said Michigan Central Railroad Company, and be maintained and operated by that Company; and that so much of the track and material as are situate upon the lands of the Sandwich, Windsor, and Amherstburg Railway Company remain

the property of the Sandwich, Windsor and Amherstburg Railway Company and be maintained and operated by that Company.

(Sgd.) H. L. DRAYTON,

(Seal.)

Chief Commissioner,
Board of Railway Commissioners for Canada.

"L.J.W.R."
"O.G.B."
"R.L.S."

(Sgd.) D. M. McINTYRE.

(Seal.)

Chairman,
Ontario Railway and Municipal Board.

PROCEDURE FILE 2753.

Re Toronto and Toronto & York Radial Railway Company.

(Shelter at Sunnyside for Patrons of Toronto & York Radial Railway Co.).

Dec. 2. Appointment for hearing, Friday, Dec. 4th, 1914, at 11.30 a.m., at the Board's Chambers.

Dec. 4. Hearing adjourned to 10th inst., at request of parties.

Dec. 10. Hearing continued. Toronto & York Radial Railway Co. agrees to provide heated car as temporary shelter pending construction of permanent shelter at east end of bridge. Vice-Chairman and Board's Engineer to meet parties *re* permanent shelter and hearing adjourned to Jan. 20th, at 2.30 p.m.

PROCEDURE FILE 2755.

BETWEEN:

Samuel Kerr,

Applicant,

—and—

The Maripose Telephone Union,

Respondents.

(Application under Section 38 of "The Ontario Telephone Act," for service, etc.)

Dec. 3. Application, etc., filed.

Dec. 16. Hearing. Judgment delivered that applicant entitled to service on same terms as other members of Union.

PROCEDURE FILE 2763.

Tuesday, the Fifteenth Day of December, A.D. 1914.

BEFORE:

D. M. MCINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the Application of the Corporation of the City of Toronto, under Section 479 of "The Municipal Act," as re-enacted by Section 20 of "The Municipal Amendment Act, 1914," for approval of its By-law No. 7116, extending Day Avenue southerly to Goodwood Avenue, with a width of Fifty Feet.

Upon the application of the said Corporation, and upon reading the notice of application filed by William Johnston, Esquire, solicitor for the applicant, the certified copy of the said By-law, the affidavits of James C. Forman, Assessment Commissioner, and William A. Littlejohn, City Clerk, of the said City, and the other material filed,

The Board orders, under and in pursuance of Section 479 of "The Municipal Act, as re-enacted by Section 20 of "The Municipal Amendment Act, 1914," that the said By-law No. 7116 be and the same is hereby approved as to the said width of Fifty Feet of the proposed extension of Day Avenue southerly to Goodwood Avenue.

(Sgd.) D. M. MCINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 2770.

Application by the Lanark & Ramsay Telephone Association, under Section 34 of "The Ontario Telephone Act," for an order requiring interchange of service with the Drummond Centre Telephone Association.

Dec. 10. Application filed.
Dec. 22. Order for production taken out by solicitor for applicants.
Dec. 28. Hearing.

PROCEDURE FILE 2778.

Application by the Village of Weston, under Section 20 of "The Municipal Act," Chap. 192, R.S.O., 1914, for erection of said Village into a Town.

Dec. 12. Application and material filed.
Dec. 18. Hearing. Application granted. Order.

Friday, the Eighteenth Day of December, A.D. 1914.

D. M. MCINTYRE, Esq., K.C.,
Chairman.
A. B. INGRAM, Esq.,
Vice-Chairman, and
H. N. KITTSON, Esq.,
Commissioner.

In the matter of the application of the Village of Weston, in the County of York, for an order erecting the Village of Weston into a Town, declaring the name thereof as the Town of Weston and dividing the town into four Wards.

Upon the application of the Municipal Council of the Village of Weston, upon reading the affidavits of Arthur Mallaby, James Henry Taylor, Eli Franklin Irwin and George Howard Gray, filed, and upon hearing what was alleged by counsel for the applicant aforesaid, and no one appearing to oppose the said application,

1. It is hereby ordered that the Village of Weston as at present constituted be and the same is hereby erected into a town.

2. It is further ordered that the name of the said town shall be "The Town of Weston."

3. It is further ordered that the said "Town of Weston" shall be and the same is hereby divided into four wards, bearing the numbers 1, 2, 3 and 4 respectively, as shown on the Plan of the said Village of Weston as at present constituted filed herein, and more particularly described as follows:—

No. 1.—"Comprising all that part of the Town of Weston north and west of a line as follows: Commencing at the north end of Grattan Street, being at the Corporation Boundary, thence southerly along Grattan Street to Church Street, thence westerly along Church Street to Main Street, and then south-westerly along the south-easterly boundary of Lot No. 510 and its production in a straight line south-westerly to the River Humber.

No. 2.—"Comprising all that part of the Town of Weston, between the following lines: North and west boundary, commencing at the intersection of the northern boundary of the Corporation with the Fifth Concession Line, thenre westerly along the northern boundary of the Corporation to Grattan Street, thence southerly on Grattan Street to Church Street, thence westerly along Church Street to Main Street, and thence south-westerly along the south-easterly boundary of Lot No. 510 and its production in a straight line south-westerly to the Humber River. South and East Boundary: Commencing at the River Humber along Dufferin Street to Main Street, along Main Street to King Street, along King Street to the Fifth Concession Line.

No. 3.—"Comprising all that portion of the Town of Weston bounded as follows:—On the North and West: From the corner of Dufferin Street and Main Street up Main Street to King Street, along King Street to the Fifth Concession Line. Bounded on the south by Dufferin Street. Bounded on the east by the Fifth Concession Line.

No. 4.—"Comprising all that portion of the Town of Weston lying to the south of Dufferin Street.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 2907.

Application by the Mallorytown Independent Telephone Corporation, under Section 31 of "The Ontario Telephone Act," for approval of increase in its rates.

Nov. 2. Application filed.

Nov. 30. Hearing. Judgment reserved pending investigation of applicant's affairs.

ALPHABETICAL LIST OF APPLICATIONS IN RESPECT OF PROVINCIAL RAILWAYS, 1914.

	Procedure File Nos.
Algoma Eastern Railway Company, approval 3 miles (63 to 66 from Sudbury), of line of railway, for Provincial subsidy	2259
Algoma Central & Hudson Bay Railway Compahy, approval payment subsidy 49.81 miles (from 80.8 at Oba to 130.61 at Hearst)	2681
Bruce Mines & Algoma Railway (now Lake Huron & Northern Ontario Railway Co.), *re* approval freight mileage tariff	2433
Berlin, *re* opening highway across Galt, Preston & Hespeler Railway (Union Street)	2374
Bills (Railway), *re* Dunnville, Wellandport & Beamsville Railway Co.; enquiry by Private Bills Committee *re* Bill No. 33	2326
Bloor Street Viaduct, City of Toronto, *re* approval plans, stress sheets, etc., of steel and masonry work on viaduct	1732 and 1732A
Cornwall Street Railway, Light & Power Co., *re* approval "H.B. Life Guard"	2283
Dunnville, Wellandport & Beamsville Electric Railway Company, enquiry by Private Bills Committee *re* Bill No. 33	2326
Dominion Power & Transmission Co.; J. S. Ross *et al.*, vs., *re* lavatories, etc., on radial cars and at Grimsby	2786
Etobicoke, Township of, vs. Toronto & York Radial Railway, *re* shelter at Humber River	2760
Fenders ("H.B. Life Guard"), approval of same for use on Cornwall Street Railway	2283
Forest Hill Electric Railway Company, approval proposed line westerly on Eglinton Avenue	2705
Forest Hill Electric Railway Company, approval route map, proposed line westerly on Eglinton Avenue	2705
Galt, Preston & Hespeler Railway, application Westmount Improvement Company, *re* opening highway (Union Street) across same, in Berlin	2374
Gibbons, Joseph, Agent for Toronto Railway Company's Employees' Union, vs. Toronto Railway Company (*re* aisle on open cars)	2449
Grimsby, complaint J. S. Ross, *et al.*, *re* lavatories on cars of Dominion Power & Transmission Co., and at Grimsby	2786
Grand Trunk Railway Company, approval special joint freight tariff with Hamilton, Grimsby & Beamsville Railway Company, *re* various commodities	2802
Hamilton Street Railway Company, approval plan extensions in Township Barton	2244
"H.B. Life Guard," *re* use of same on Cornwall Street Railway	2283
Hamilton, Grimsby & Beamsville Railway Company; Thomas Taylor vs. (Complaint *re* crossing at Pottruff's Corners)	2612
Hamilton, Grimsby Beamsville Railway Company, approval Red Hill Creek Bridge	2646
Hamilton, Grimsby & Beamsville Railway Company, *re* lavatories, etc., on cars and at Grimsby	2786
Hamilton, Grimsby & Beamsville Railway Company, *re* passenger tariff	2798
Hamilton, Grimsby & Beamsville Railway Company, *re* joint tariff (various commodities) with Grand Trunk Railway	2802
Lake Huron & Northern Ontario Railway Company, to The Toronto General Trusts Corporation, Mortgage	2343
Lake Huron & Northern Ontario Railway Company, *re* approval freight mileage tariff	2433
Lake Huron & Northern Ontario Railway Company, *re* approval standard passenger tariff	2504
London Street Railway Company, approval design of new cars	2562
Lake Huron & Northern Ontario Railway Company, *re* change in location of head office	2566

	Procedure File Nos.
Lake Huron & Northern Ontario Railway Company, Route Map, Rock Lake to Canadian Pacific Railway Company	2626
Lake Huron & Northern Ontario Railway Company, Plan and Profile Mile 16-26, north of Rock Lake	2627
London Street Railway Company, approval Rules and Regulations	2782
Manitoulin & North Shore Railway Company (now Algoma Eastern Railway Co.), approval 3 miles (63 to 66 from Sudbury), of its line of railway	2259
Meloche, Alexander vs. Pere Marquette Railway, approval of drain	2611
Michigan Central Railroad Company, *re* track connection with Sandwich, Windsor & Amherstburg Railway Company	2750
Mortgage—Lake Huron & Northern Ontario Railway Company, to Toronto General Trusts Corporation	2343
Nugent, George, vs. Toronto Railway Company, Toronto Civic Railway Company, and The Toronto Suburban Railway Company, *re* safety appliances	2537
Plunkett, S., vs. Toronto Suburban Railway Company (farm crossings)	2239
Peterboro Radial Railway Company, *re* proposed relocation and extension	2463
Pere Marquette Railway; Alexander Meloche vs., *re* approval drain	2611
Pottruff's Corners, complaint *re* crossings Hamilton, Grimsby & Beamsville Railway Company, by Thomas Taylor	2612
Preston & Berlin Railway, approval switch from main line in Town of Waterloo	2667
Paterson, John A., complaint Toronto & York Radial Railway service (overcrowding)	2670
Ross, J. S., *et al.*, vs. Dominion Power & Transmission Company, *re* lavatories, on radial cars, and at Grimsby	2786
Strachan Avenue Bridges, approval plans of (Toronto)	2272
Sandwich, Windsor & Amherstburg Railway, *re* proposed line Ferry Street, etc., Windsor	2409
Sudbury-Copper Cliff Electric Railway Company, approval route map (Copper Cliff, Ramsay Lake and Frood routes)	2598
Sandwich, Windsor & Amherstburg Railway; Windsor, vs. complaint *re* air brakes, etc.	2661
Sandwich, Windsor & Amherstburg Railway, *re* track connection with Michigan Central Railroad Company	2750
Taylor, Thomas, complaint *re* crossing Hamilton, Grimsby & Beamsville Railway at Pottruff's Corners	2612
Temiskaming & Northern Ontario Railway Commission, approval special live stock contract	2803
Toronto, City of, (Bloor Street Viaduct), approval plans, stress sheets, etc., for steel and masonry work on viaduct	1732 and 1732A
Toronto, City of, *re* sale of advertising privilege on civic cars	2751
Toronto, City of, *re* civic line on Bloor Street from Dundas Street to Quebec Avenue	2696
Toronto, City of, *re* approval plans for construction of civic line on Bloor Street from Dundas Street to Quebec Avenue	2737
Toronto, City of, approval plan proposed civic line, Queen Street East	2559
Toronto, City of, approval By-law No. 7046, *re* use of tobacco on civic cars	2521
Toronto, City of, vs. George Nugent, *re* safety appliances on civic cars	2537
Toronto, City of, approval plans Strachan Avenue Bridge	2272
Toronto, City of, vs. Toronto Railway Company, *re* application for better service; See Judgment on P.F. 1081	
Toronto, City of, vs. Toronto & York Radial Railway Company, *re* searchlights	2639
Toronto, City of, vs. Toronto & York Radial Railway Company, *re* shelter at Sunnyside	2753
Toronto, City of, vs. Toronto & York Radial Railway Company, *re* temporary terminal, North Toronto	2403
Toronto, City of, vs. Toronto & York Radial Railway Company, arbitration, *re* Scarboro Division (Queen Street East)	2541
Toronto Railway Company vs. City of Toronto, *re* Siding, King and Church Streets	2658
Toronto, City of, vs. Toronto Suburban Railway Company, *re* temporary line to facilitate grading Davenport Road and Bathurst Street	2351

	Procedure File Nos.
Toronto & York Radial Railway Company, complaint, *re* condition of cars, stop signs, etc., Scarboro Division	2656
Toronto & York Radial Railway Company, complaint by John A. Patterson of service (overcrowding)	2670
Toronto & York Radial Railway Company; Tp. Etobicoke vs. *re* shelter at Humber River	2760
Toronto & York Radial Railway Company; City of Toronto, vs., *re* searchlights	2639
Toronto & York Radial Railway Company, and City of Toronto, *re shelter* at Sunnyside	2753
Toronto & York Radial Railway Company, Metropolitan Division, accident opposite Birrel's Hotel	2260
Toronto & York Radial Railway Company vs. City of Toronto, *re* arbitration Scarboro Division (Queen Street East)	2541
Toronto & York Radial Railway Company vs. Toronto, City of, *re* temporary terminal North Toronto	2403
Toronto Railway Company vs. Geo. Nugent, *re* safety appliances	2537
Toronto Railway Company vs. City of Toronto, *re* Siding, King and Church Streets	2658
Toronto Railway Company; Toronto Railway Employees' Union vs., *re* aisle in summer cars	2449
Toronto Railway Company Employees' Union vs. Toronto Railway Company, *re* aisle in summer cars	2449
Toronto Suburban Railway Company, vs. George Nugent, *re* safety appliances	2537
Toronto Suburban Railway Company; S. Plunkett vs., *re* farm crossings	2239
Toronto Suburban Railway Company, *re* route map proposed line, Cooksville to Weston Road, Township and County of York	2327
Toronto Suburban Railway Company, *re* plan line Cooksville through Brampton to Thistleton (mile 17.04 to 25.37)	2335
Toronto Suburban Railway Company; Toronto vs., *re* temporary line to facilitate grading Davenport Road and Bathurst Street	2351
Toronto Suburban Railway Company, *re* route map proposed line Guelph to Berlin and Guelph, Galt and Hamilton lines, County of Waterloo	2328
Toronto Suburban Railway Company, *re* plan line Guelph to Berlin, and Guelph to Preston through Hespeler (mile 0 to 12.76)	2334
Toronto Suburban Railway Company, *re* Hamilton, Niagara Falls line through Townships Louth and Clinton (mile 0 to 10.52)	2315
Toronto Suburban Railway Company, *re* stress sheets Humber River Crossing, Lambton-Guelph line	2473
Toronto Suburban Railway Company, approval revised location line Lambton Mills to Islington, Townships York and Etobicoke (Mile 0 to 1.77)	2513
Toronto Suburban Railway Company, *re* plans Trestle Station 27 + 25 to 34 + 50, Lambton-Guelph line, Drawing No. 39104	2329
Toronto Suburban Railway Company, *re* passenger tariff West Toronto to Woodbridge	2702
Toronto Suburban Railway Company; Village of Weston vs., removal of tracks to centre of highway	2391
Toronto Suburban Railway Company, *re* extension line Weston to Woodbridge, and opening for traffic	2682
Westmount Improvement Company, *re* opening of highway (Union Street) Berlin, across the Galt, Preston & Hespeler Railway	2374
Weston vs. Toronto Suburban Railway, removal of track to centre or highway	2391
Windsor, *re* proposed line of Sandwich, Windsor & Amherstburg Railway on Ferry Street, etc.	2409
Windsor vs. Sandwich, Windsor & Amherstburg Railway complaint *re* air brakes, etc.	2661

APPLICATIONS TO THE BOARD FOR VALIDATION OF BY-LAWS UNDER SECTION 295 OF "THE MUNICIPAL ACT."

(Abbreviations: "I.C." means Irregularities Cured.)

Municipality.	No. of By-law.	Purpose.	Amount.	
Alexandria	213 (Consolidating By-laws 204 to 212).	Local Improvements	$3,232 96	
Arnprior	526	Construction of sewer	424 85	
Arnprior	552	To pay indebtedness of Corporation	5,500 00	
Berlin	1185	Bonus Canadian Rubber Company	25,000 00	
Barton, Tp. of	903 (Repealed and 927 substituted).	Local Improvements	1,510 00	
Barton, Tp. of	906	Local Improvements	28,191 77	
Barton, Tp. of	912	Local Improvements	13,219 00	
Burlington	240	Local Improvements	6,049 04	(I.C.)
Burlington	250	Local Improvements	10,267 55	(I.C.)
Burk's Falls	222	Waterworks Extensions	8,000 00	(I.C.)
Berlin	1325	Local Improvements	118,416 00	(I.C.)
Berlin	1327	Local Improvements	38,548 90	
Brockville	B952	Local Improvements	5,549 29	
Brockville	Con. B955	Local Improvements	8,883 46	
Berlin	1326	Local Improvements	28,122 27	
Blind River	118	Bonus Loan	10,000 00	
Barrie	Con. 855	Local Improvements	22,190 00	(I.C.)
Burlington	260	Bridges, etc.	9,000 00	
Bucke, Tp. of	182	Local Improvements	6,500 00	
Berlin	1354	Waterworks Extensions	40,000 00	(I.C.)
Berlin	1347	Public School purposes	7,600	(I.C.)
Barton	946	School purposes	40,000 00	(I.C.)
Brockville	B963	Pavements	18,700 00	
Cochrane	60	Extension Waterworks System	15,000 00	
Colchester, North, Tp. of	591	Highway Bridge Improvements	8,500 00	(I.C.)
Chapleau, Tp. of	52	Fire Hall, etc.	4,000 00	
Chapleau, Tp. of	54	Extension Water Mains	14,000 00	
Cochrane	101	Public School	35,000	(I.C.)
Creemore	249	Electric Light Plant	6,500 00	
Chippawa	304	Sidewalks	3,000 00	
Dryden	63	Fire Hall and Lockup	5,000 00	
Dryden	64	Telephone System	2,500 00	

APPLICATIONS TO THE BOARD FOR VALIDATION OF BY-LAWS UNDER SECTION 295 OF "THE MUNICIPAL ACT."—*Continued.*

(Abbreviations: "I.C." means Irregularities Cured.)

Municipality.	No. of By-law.	Purpose.	Amount.	
Dryden	65	Lighting Plant	6,000 00	
Dryden	66	Water Power, etc.	2,500 00	
Dunnville	9 (1914)	Local Improvements	24,500 00	
Emo, Municipality of	176	Public School	1,400	(I.C.)
Elmira	327	Waterworks Extensions	5,000 00	(I.C.)
Essex	514	Local Improvements	8,485 00	
Etobicoke, Tp. of	1111	Sidewalks	1,543 50	
Etobicoke, Tp. of	1113	Sidewalks	276 00	
Etobicoke, Tp. of	1112	Sidewalks	875 00	
East Flamboro, Tp. of	585	High School	12,500 00	
Fort Frances	193	Lighting System	10,000 00	
Fort William	1382	Public school purposes	100,000 00	(I.C.)
Fitzroy, Tp. of	673	Bridges	20,000 00	(I.C.)
Fort Frances	197	Local Improvement	2,306 21	(I.C.)
Fort Frances	198	Local Improvement	12,130 58	(I.C.)
Fort Frances	421	Local Improvement	2,144 71	
Fort Frances	422	Local Improvement	16,581 50	
Fort Frances	407	Local Improvement	15,253 35	
Galt	1198	Waterworks purposes	15,000	(I.C.)
Galt	1237	Local Improvements	15,200 28	(I.C.)
Gravenhurst	479	Waterworks Extensions	2,000 00	(I.C.)
Galt	1262	Local Improvements	25,379 57	(I.C.)
Galt	1261	Local Improvements	4,619 98	
Hilton, Tp. of	359	Town Hall, Marksville	2,000 00	
Hespeler	296	Municipal Buildings	25,000 00	(I.C.)
Ingersoll	760	Bonus Loan to Standish Company	20,000 00	(I.C.)
Lindsay	Con. 1329	Local Improvements	51,385 67	
Listowel	620	Bonus Loan to Perfect-Knit Mills, Limited	6,000 00	(I.C.)
Little Current	261	Electric Light Plant	12,000 00	
Lochiel, Tp. of	Con. 168	Local Improvements in Glen Robertson	2,538 27	
Leamington	Con. 610	Local Improvements	11,955 37	

Marmora		135		Completion Village Hall, etc.	3,000 00	
McIrvine, Tp. of		160		School purposes	13,000 00	
North Bay		339		Highway Improvements	80,000 00	
New Liskeard	Con.	297		Local Improvements	6,828 44	
Napanee		930		Sewerage Extensions	12,641 69	
New Liskeard		299		Local Improvements	380 96	(I.C.)
New Liskeard		306		Local Improvements	1,891 10	(I.C.)
Niagara Falls		613		Lockup, etc.	3,000 00	(I.C.)
Niagara Falls		630		Sewer	5,000 00	(I.C.)
Nelson, Tp. of		606		School Site and Building	12,000 00	(I.C.)
New Liskeard		300		Water Main	5,860 00	
Onondaga, Tp. of		240		Bridges	7,500 00	(I.C.)
Osgoode, Tp. of		6	(1913)	Bonus to Ottawa & St. Lawrence Electric Ry.	17,500 00	(I.C.)
Ottawa		1011		Waterworks Extensions	22,000 00	(I.C.)
Port Colborne		7	(1913)	Waterworks Extensions	6,000 00	
Pembroke	Con.	592		Local Improvements	4,455 98	
Pembroke		598		Overdraft	13,000 00	(I.C.)
Pembroke		599		Public Park	5,000 00	(I.C.)
Point Edward		605		Waterworks System	12,000 00	
Peterborough		1822		Waterworks Extensions	10,000 00	(I.C.)
Pembroke	Con.	621		Local Improvements	5,721 99	
Richmond Hill		250		Electric Light Extensions	4,000 00	(I.C.)
Renfrew		608		Purchase of certain land	10,000 00	(I.C.)
Rochester, Tp. of		437		Highway Bridges	10,000 00	(I.C.)
Rainy River		153		Completion Waterworks System	5,000 00	(I.C.)
Steelton		255		Fire Hall	7,500 00	
Steelton	Con.	274		Local Improvements	60,000 00	
Sudbury		348		Power House, etc.	8,806 00	
Sudbury		350		Fire Hall	22,737 00	
Sudbury		352		Sewerage Extensions	10,000 00	
Sudbury		354		Electric Light Extensions	9,844 48	
Sudbury		356		Trunk Sewer	14,950 00	
Sudbury		360		Road Roller	3,235 00	
St. Thomas	Con.	2130		Local Improvements	19,053 07	
Sandwich	Con.	485		Local Improvements	28,165 78	
Sudbury		324		Extension Sewerage System	5,471 77	

APPLICATIONS TO THE BOARD FOR VALIDATION OF BY-LAWS UNDER SECTION 295 OF "THE MUNICIPAL ACT."—*Continued.*

(Abbreviations: "I.C." means Irregularities Cured.)

Municipality.	No. of By-law.	Purpose.	Amount.	
Sudbury	325	Extension Waterworks System	17,325 34	
Steelton	292	Completion of Fire Hall	4,000 00	
Sandwich South, Tp. of	331	Highway Improvements	10,000 00	(I.C.)
St. Mary's	259	Collegiate Gymnasium	3,000 00	
St. Mary's	254	Waterworks and Electric Light Extensions	5,870 30	(I.C.)
Streetsville	481	Waterworks System	5,000 00	(I.C.)
Sandwich	492	Local Improvements	30,722 85	
Simcoe	626	Local Improvements	11,600 00	(I.C.)
Streetsville	501	Hydro-Electric Power Plant	6,000 00	(I.C.)
Smith's Falls	1095	Local Improvements	6,150 40	(I.C.)
Smith's Falls	Con. 1111	Local Improvements	31,816 50	(I.C.)
Stamford, Tp. of	22	Water Supply	9,500 00	(I.C.)
Simcoe, Co. of	1071	Highway Repairs	20,000 00	
Stratford	Con. 2105	Local Improvements	19,177 93	
Sandwich	505	School purposes	58,000 00	
Sandwich	507	Water Mains	5,000 00	
Sandwich	518	Water Mains	897 50	
St. Mary's	271	Public School	42,000 00	
St. Mary's	272	Collegiate Institute Gymnasium	3,000 00	
St. Mary's	275	School purposes	15,000 00	
Sudbury	389	Waterworks and Electric Light Extensions	12,500 00	
Sudbury	391	Completion of sewers	13,000 00	
Sudbury	393	Sewerage Extensions	10,000 00	
Sudbury	395	Waterworks Extensions	10,000 00	
Sudbury	398	Electric Light Extensions	20,000 00	
Sudbury	400	Floating Debt	13,800 00	
Steelton	310	Waterworks purposes	45,000 00	
Toronto	Part 6674	Extensions to Electrical Power Distribution Plant	115,000 00	
Trenton	1075	Construction of Sewers	35,000 00	(I.C.)
Timmins	28	Waterworks	50,000 00	
Tottenham	211	Waterworks	14,000 00	(I.C.)
Toronto	7009	Construction of Pavements	56,550 77	
Toronto	7020	Construction of Sewers	218,693 76	(I.C.)
Toronto	7021	Construction of Sewers	84,934 84	(I.C.)
Toronto	7022	Construction of Sewers	11,154 00	(I.C.)
Toronto	7023	Construction of Sewers	22,946 43	(I.C.)

Toronto	7024	Construction of Sewers	24,205 79	(I.C.)
Toronto	7025	Construction of Sewers	11,319 65	(I.C.)
Tilbury	67	Extension Water Main	6,000 00	(I.C.)
Tilbury	66	Hydro-Electric Power Distribution Plant	10,000 00	
Timmins	29	Waterworks Extensions	45,000 00	
Thorold	425	Construction of Sewers	39,415 50	(I.C.)
Wingham	687	Waterworks Extensions	3,080 00	
Woodstock	686	Waterworks Extensions	12,000 00	(I.C.)
Wingham	701 (1914)	Hose Tower, etc.	2,500 00	(I.C.)
Welland	691	Public School	42,000 00	
Weston	713	High School	5,000 00	
Waterloo	519	Local Improvements	3,136 75	
Waterloo	522	Local Improvements	9,103 14	
Wallaceburg	378	Local Improvements	4,853 41	
Welland	706	Redemption of floating debt	40,000 00	
Welland	725	Pavements	135,466 52	
Waterloo	516	Gas, Electric Light and Waterworks Extensions.	26,000 00	
Wallaceburg	361A	Electric Power Plant, etc.	36,000 00	(I.C.)
Waterdown	198	High School purposes	12,500 00	
West Missouri	230 & 255	Hydro-Electric Power Plant	2,500 00	
Windsor	1769	Concrete Sidewalks	40,000 00	(I.C.)
Windsor	1768	Incinerator Plant	24,300	(I.C.)
West Flamboro	816	School Site and Building	12,500 00	
Weston	652	Waterworks	2,000 00	
Weston	737	Sewers, etc.	22,152 27	
York, Tp. of	4063	Local Improvements	15,140 80	(I.C.)
			$3,071,337 83	

LIST OF BY-LAWS APPROVED BY THE BOARD UNDER SUBSECTION 3 OF SECTION 400 OF "THE MUNICIPAL ACT."

Ayr	By-law No. 226	$4,830 00	(Electric Light Extension).
Berlin	By-law No. 1313	67,000 00	(Gas and Electric Light Improvement).
Brantford	By-law No. 1280	70,000 00	(Electric Light Extension).
Burlington	By-law No. 272	15,000 00	(Waterworks Extension).
Essex	By-law No. 530	3,500 00	(Waterworks Extension).
Forest	By-law No. 408	3,900 00	(Electric Light Extension).
Forest	By-law No. 421	3,000 00	(Approval Elec. Light Extension)
Guelph	By-law No. 1095	13,172 72	(Waterworks Extension).
Grimsby	By-law No. 317	12,000 00	(Waterworks Extension).
Hespeler	By-law No. 294	12,000 00	(Electric Light Extension).
Hagersville	By-law No. 197	2,000 00	(Electric Light Extension).
Hamilton	By-law No. 1612	125,000 00	(Waterworks Extension).
Kingston	By-law No. 29	35,000 00	(Gas and Electric Light).
Lindsay	By-law No. 1359	7,000 00	(Water Main).
Leamington	By-law No. 632	7,000 00	(Waterworks Extension).
Mitchell	By-law No. 14 (1914)	2,500 00	(Waterworks Extension).
Mimico	By-law No. 89	3,000 00	(Electric Light).
Napanee	By-law No. 930	12,641 69	(Sewerage Extension).
Newbury	By-law No. 203	800 00	(Electric Light Extension).
Oakville	By-law No. 489	35,000 00	(Waterworks and Electric Light Extension).
Paris	By-law No. 590	15,000 00	(Electric Light Extension).
Rainy River	By-law No. 145	2,300 00	(Waterworks Extension).
Sudbury	By-law No. 324	5,471 77	(Extension Sewerage System).
Sudbury	By-law No. 325	17,325 34	(Waterworks Extension).
Stratford	By-law No. 2027	20,000 00	(Electric Light).
Sudbury	By-law No. 379	15,000 00	(Electric Light System).
St. Thomas	By-law No. 2210	36,000 00	(Gas Plant Extension).
Stratford	By-law No. 2128	20,000 00	(Waterworks Extension).
Stratford	By-law No. 2129	16,000 00	(Waterworks Extension).
Toronto	By-law No. 6812	745,675 42	(Waterworks Extension).
Toronto	By-law No. 7176	1,000,000 00	(Elec. Power Plant Extension).
Whitby	By-law No. 853	37,000 00	(Waterworks Extension).
Wingham	By-law No. 701		(Hose Tower, etc.).
Wingham	By-law No. 702		(Electric Light Extension).
Waterloo	By-law No. 516	26,000 00	(Gas, Electric Light and Waterworks Extension).
Weston	By-law No. 652	2,000 00	(Waterworks Extension).
Waterford	By-law No. 185	2,500 00	(Electric Light Extension).
Welland	By-law No. 785	12,500 00	(Waterworks Extension).
Windsor	By-law No. 1834	75,000 00	(Hydro-Elec. Plant Extension).
Weston	By-law No. 737	22.152 27	(Sewerage and Storm Sewers).
		$2,504,269 21	

PLANS APPROVED UNDER "THE CITY AND SUBURBS PLANS ACT" (Chap. 194, R.S.O., 1914).

Name of Owner.	Description of Property.
British Land Co., Ltd.	Part Block "A," Plan 1201, Tp. and Co. York.
British Land Co., Ltd.	Part Block "A" and Westerly part 1 ft. Reserve, Plan 1485, and part Block "A," Plan 1201, and part Lot 27, Plan 205, and part Lot 4, Con. I, East of Yonge St., Tp. York, Toronto.
Bedford Park Floral Co., Ltd.	Lot 3, and West 10 feet Lots 1 and 2, Plan 1303, Co. York, Toronto.
Bernard, Wm., *et al.*	Part Lot 15, Con. III, Lot "A," and part Lot 8, Registered Plan 460, Tp. London.
Bales, Jos. C., *et al.*	Lot 15, Con. I, East of Yonge St., Tp. and Co. York.
Beecher, Lorne	Block "B," Plan 482, North half of North half of Lot 10, Con. I, Tp. London (City of London).
Bradshaw, Robt. A.	Lots 7, 8, 9, 11, 12 and 13, Plan 375, Tp. York.
Bond, R. B., *et al.*	Lots 37 and 38, Plan 1282, York.
Bustard, Robt. C., *et al.*	Part Plan "M" 144, and part Reg. Plan 119 (York), Toronto.
Brown, Arthur and Harold	Brown Survey, part Lots 39 and 40, and part Lots 25-6-7-8 and 9, Michael Aikman's Survey, Hamilton.
City Investments, Ltd.	Part Lot 1, Con. II, from the Bay, Tp. and Co. York.
Cornhill, Ltd.	Part Lots 33 and 34, Con. "B," Tp. Scarboro.
Callow, W. J.	Part Lots 15 and 16, Plan 435, Tp. York.
Challoner, Neville B.	Part Lot 33, Reg. Plan 19, Tp. London.
Copp, Wm. and Thos. W., *et al.*	Lot 4 and part Lots 3 and 5, Reg. Plan No. 1; part Lot 6, East of Worlley Road, and Lots 25 to 37, with Lane and 1 ft. Reserve, Plan 446, City of London.
Clarke, Alfred Russell	Lots 103-4-5-6-7-8-9-10, Reg. Plan 214, York, Toronto.
Crompton, Thos., *et al.*	Graham Park Extension.
Carfrae, Hugh	Lots 1, 2 and 3, Reg. Plan 377, City of London.
Cole, J. E.	Part Lot 29, Con. I, Ottawa Front, Tp. Nepean.
Crescent Realty Co., *et al.*	Parts Plan M 140, Lot 7, Con. V, Tp. York.
Chelsea Land & Building Co., Ltd.	Part Block A, Reg. Plan 437, City of London.
Copeland, Robt. J., *et al.*	Part Lot 26, Con. "C," Tp. Scarboro.
Danforth Glebe Estates, Ltd.	Lots 2, 3 and part 4, North side Danforth Ave., Toronto, Tp. York, Reg. Plan 1163.
Dedman, W. J., *et al.*	Lots 35, 36, 47 and 46, Plan 1001, Tp. York.
Duffort, Fred. W.	Part Lot 33, Con. "B," Tp. Scarboro.
Dempster, Jas. Hugh	Part Reg. Plan 888, Tp. York.
Edgemount Realty Co., Ltd.	Parts Lot 21, Con. IV and V, Tp. Barton.
Etobicoke Realty Co., Ltd.	Part Block "A," Plan 1180, Tp. Etobicoke.
Eastwood Land Co., Ltd.	Plan 688 and Lots G. H. and I, Plan 424, Tp. Scarboro.
Ebbs, Jno. P.	East halves of Lots 34 and 35, Con. I, Rideau Front, Tp. Nepean.
Fraser, M. D.	Lots 33 to 37, inclusive, W. of William St., and Lots 33 to 37, inclusive, E. of Maitland St., London (Fraser Heights).
Firstbrook, John	Part Reg. Plan 1488, York, and part Lot 8, Con. I, E. of Yonge St., Tp. and Co. York.
Frontier Realty Co., Ltd., *et al.*	Graham Park Extension.
Gage, J. Walter	Part Lot 5, Con. II, Tp. Barton, Hamilton.
Gaffney, Henry	Block "B," Plan 1211, Co. York.
Grant, Wm. H., *et al.*	Part Lot 5, Con. II from the Bay, also Lots 95 and 96, Reg. Plan 1679, Tp. York.
Gaffney, Henry	Part Block "B," Plan 1211, York.
Graham Land Co., *et al.*	Graham Park Extension.

Name of Owner.	Description of Property.
Gormaly, Teresa	Parts Lots 11 and 12, 1st Mer. Con. Tp. Etobicoke, Co. York.
Gibson, Sir Jno. M., *et al*	Part Lot 8, Con. I, Tp. Barton (Hamilton).
Gleen, Jno. K., *et al*	Part West half Lot 24, Con. II, Ottawa Front, Nepean.
Humber Heights, Ltd.	Part North 320 feet of North half of South half Lot 5, Ranges 2 and 3, Kingsmill Reserve, Tp. Etobicoke, York.
Hunt, E. S., *et al*	Part Park Lots 2 and 3, North of Oxford St., London.
Heaman, W., *et al*	Lot 4, and part Lots 3 and 5, Reg. Plan No. I; also part Lot 6, E. Worlley Road, and Lots 25 and 37, with Lane and 1 ft. Reserve, Plan 446, City of London.
Hind, Jos., *et al*	Part Lot 5, Con. II from the Bay; also Lots 95 and 96, Reg. Plan 1679, Tp. York.
Honeywell, Morton A.	Parts Lots 21 and 22, Con. II, Ottawa Front, Tp. Nepean.
Hodgson, Fred. W.	Part Lot I, Con. III from the Bay, Tp. York.
Hill, Fred. W., *et al*	Part Lots 4 and 5, Con. II from the Bay, Tp. York.
Harris, Ruth and Wm. T.	Block "A," Plan 1336, York.
Ivey, Chas. H., *et al*	Part Lot 15, Con. III, Lot "A" and part Lot 18, Reg. Plan 460, Tp. London.
Irwin, E. F.	Part Lots 19 and 20, Con. "C," Tp. Etobicoke, Co. York.
Johnson, W., *et al*	Part West half Lot 24, Con. II (Ottawa Front), Nepean.
Keelesdale Realty Co., Ltd.	Lots A & B, Registered Plan 801, Tp. York.
Lawrence Park, Hamilton, Ltd.	Part Lot 56, Con. I, Tp. Ancaster.
Lonsdale Park, Ltd.	North half Lot 8, Con. I, West of Yonge St., Toronto.
Lonsdale Park, Ltd.	Part Block "A," Reg. Plan 1546, and part Lot 10, Con. I, West of Yonge St., York.
Lawson, Wm. A.	South part Lot 30, Con. "D," Tp. Scarboro.
Levitt, Harry, *et al*	Part Lot 8, Con. I, Tp. Barton (Hamilton).
Lochrie, Jas.	Registered Plan 990, Tp. York.
London & Western Trusts Co., Ltd.	North half of South half Lot 25, B.F. Con., Tp. Westminster, Co. Middlesex, Reg. Plan 328.
Monck, Geo.	Part Block "Z," Reg. Plan 1249, Tp. and Co. York.
Mumings, Edgar Robt.	Part Lot 11, Con. V, Tp. York.
Merrick, Jas. Geo.	Part Plan 1282, Toronto.
Monarch Construction & Realty Co., Ltd.	Part Lot 1, Plan 1255, and parts Blocks A & D, Plan 681, Tp. Etobicoke, Co. York.
Monarch Construction & Realty Co., Ltd.	Part Lot 4, Range 2, Kingsmill Reserve, Tp. Etobicoke, Co. York.
Monarch Construction & Realty Co., Ltd.	Part Lot 5, Range 2, Kingsmill Reserve, Tp. Etobicoke, Co. York.
Moffat, Emily F.	Part Lot 9, Con. IV, West of Yonge St., Tp. York.
Mills, Geo. E.	Part Lot 9, Con. IV, Tp. Barton (Hamilton).
Muella, Conrad	Lot 19 and part Lot 18, Reg. Plan 435, York.
Mulholland, B. F.	New Plan showing subdivision on former Plan 1894, parts Lots 6 and 7, Con. II, West of Yonge St., Tp. York.
Moodie, J. R., *et al*	Part Lot 8, Con. I, Tp. Barton (Hamilton).
Mahony, Alice	Lot 2, Reg. Plan 780, Tp. York.
Moffat, A. B.	Lots 246 to 251, and parts Lots 252-3, Plan 182, Village of Weston.
Mitchell, Geo. A.	Part Lot 31, Con. "A," Tp. Scarboro.
Munro, Chas. Ross, *et al*	Part Lot 26, Con. "C," Tp. Scarboro.

McAllister, Alex., *et al*.....Part Lot 23, Con. I, East of Yonge St., Tp. York.
McCormick, Thos., Estate of, *et al*..Lot 4, and part Lots 3 and 5, Reg. Plan No. 1, and part Lot 6, E. Worlley Road, and Lots 25 to 37, with Lane and 1 ft. Reserve, Plan 446, City of London.
McLean, Jas. Stanley.....Block "A" and Lot 13, and Block "B" and Lot 12, Plan 1461, York.
McCormick Manufacturing Co. and Thos. P. McCormick..... Lots 1 to 12, inclusive, and part Lot 43, Reg. Plan 115; also part Lot 9, Con. I, Tp. London (City of London).
McNichol, Wm. J.....Lots 112, 113, 115, 116, 117, 118 and part 114, Plan 272, and part Lot 10, Plan 475, City of Hamilton.
McNab, Jos. Wm. .....Part Lot 29, Con. "B," Tp. Scarboro.
McEachren, F. T.....Part Lot 1, Con. III from the Bay, Toronto.

National Land & Investments, Ltd..North half of Northeast part Lot 4, Con. III W. of Yonge St., Tp. and Co. York.

Orford, F. .....Part Lot 33, Con. "A," Tp. Scarboro (York).
Orford, Fred., *et al*.....Part Lots 4 and 5, Con. II from the Bay, Tp. York.
Perth Realty Co., Ltd.....Part Plan 214 (York), and part Plan 13, East Toronto (Toronto).
Partridge, Thos. L., *et al*.....Lot 4, and part Lots 3 and 5, Reg. Plan No. 1; part Lot 6, East of Worlley Road, and Lots 25 to 37, Reg. Plan 446, with Lane and 1 ft. Reserve, City of London.
Pleasant View Surveys, Ltd.....Parts Lots 25 and 26, Con. II, Tp. W. Flamboro, Co. Wentworth.
Pellatt, Sir Henry M.....Lots 33 and 34, Reg. Plan 1331, Village of Weston.
Pellatt, Sir Henry M.....Lots 7 and 8, Con. V, West of Yonge St., Tp. and Co. York.

Queen City Land Co., The.....Part Lot 28, Con. I, Tp. Markham, Co. York.

Ryan, A. P. .....Part Plan 1496, Tp. Scarboro.
Reed, Richard .....Part Lot 11, Con. I from the Bay, Tp. York ,and part Lot 25 and Reserve, Reg. Plan M 105, Toronto.
Ross, Wm. .....Part Lot 32, Con. I, Ottawa Front, Nepean.
Rogers Co., Elias .....Lots 32 and 33, part 31, portion of lane, portion Poucher St. and 1 ft. reserve to the South, Plan M 73, Toronto.

Smith, Robt. Home .....Part Lot No. 6, Range I, Kingsmill Reserve, Tp. Etobicoke.
Stockridge, Ltd. .....Part Lot 35, Con. "B," Tp. Scarboro.
Stockridge, Ltd. .....Part Lot 35, Con. "B," Tp. Scarboro.
Shanrahan, Jno. N.....Plan 1282, Toronto.
Stone, Geo. W., *et al*.....Lot 23, Con. I East of Yonge St., Tp. York.
Smallman, Thos. H., *et al*.....Part Lot 15, Con. III, Lot "A" and part Lot 18, Reg. Plan 460, Tp. London.
Sterling Trusts Corporation .....Part Lot 30, Con. III from the Bay, Tp. York.
Spence, Amy W.....Part Plan 1496, Tp. Scarboro.
Szeliski, Paul Von .....Lots 29, 71, 74, and parts Lots 31, 75 and 76, Plan M 253; Lot 29A and part Lot 76 A, Reg. Plan 1226, and part Lot 11, Reg. Plan 367 (York), Toronto.
Smith, Robt. Home .....Part Reg. Plan 873, Tp. York.
Smyth, Wm. Robt.....Part Lots 39 to 49, Plan 504, and parcel 5, Plan 282, and part Block "A," Plan 465 E, Toronto.
Speirs Realty Co., Ltd., Allen Edward .....Lot 27 and North half Lot 26, Plan 423, Tp. York.
Sommerville, Robt. A. .....Part Lot 10, Reg. Plan 285, Co. York.
Sitzer, Martha Victoria, *et al*.....Parts Plan M 140, Lot 7, Con. V, Tp. York.
South Kensington Land Co., Ltd..Part Lot 14, Con. I West of Yonge St., Co. York.
Smith, Robt. Home.....Parts Plans Nos. M 364 and M 385, Tp. Etobicoke, Co. York.
Shropshire Estates, Ltd. .....Parts Lots 29 and 30, Con. "B," Tp. Scarboro.
Sun Life Assurance Co. .....Southerly part of Lot 29, Con. "C," Scarborough.

Name of Owner.	Description of Property.
Toronto Developments, Ltd.	Part Plan "M" 292, Toronto.
Turner, John	Part Lot 10, Con. IV, Tp. Barton, Co. Wentworth.
Thompson, A. L.	Part Lots 5, 7 and 8, Reg. Plan 374; also Lot 1, Reg. Plan 375, Tp. and Co. York.
Toronto Investments, Ltd.	Part Lot 21, Reg. Plan 317, Co. York, being resubdivision of part Lots 4 and 5, Con. V, Village of Weston.
Turnbull, Jas.	Lots 23, 24, 25, 30, 31, 32 and part 22 and 33, as shown on amended Plan of Brown's Survey of part Lot 14, Con. III, Tp. Barton (Hamilton).
Toronto, City of	Parts Plans D1325 and 1282, York, Toronto.
Toronto Harbor Commissioners	Resubdivision of part Marsh Lands patented to City of Toronto May 18, 1880, by Ontario Government, and shown resubdivided in part by Reg. Plan 159E, Toronto.
Toronto Properties, Ltd.	Parts Plans M 35 and 1245, Toronto.
Toronto Land Corporation, Ltd.	Part Lot 7, Humber Range, Con. III from the Bay, Tp. and Co. York.
Thompson, Strathearn B.	Part Lot 7, Con. III, Tp. Barton.
Tyrell, Mary Edith, *et al.*	Parts Plan M 140, Lot 7, Con. V, Tp. York.
Tretheway, W. G.	Lots 8, 9, E-G, 13, 14, 15 and Centre St., etc., Weston.
Uplands, Ltd.	Part Lot 35, Con. "B," Tp. Scarboro, Co. York.
Valley Crest Lands, Ltd.	Part Lot 7, Con. VI, Tp. Barton, Co. Wentworth.
Weir, Geo. S., *et al.*	Part Park Lots 2 and 3, North of Orford St., London.
Wrights, Ltd., *et al.*	Lot 15, Con. I East of Yonge St., Tp. & Co. York.
Walker, Stan., *et al.*	Lots 35, 36, 47 and 46, Plan 1001, Tp. York.
Wychwood Corporation, Ltd., *et al.*	Part Plan M 144 and part Reg. Plan 119 (York), Toronto.
Welton, H. R.	Parts Lots 38 and 39, Con. III from the Bay, Tp. York.
Walton, Elizabeth	Part Lot 7, Con. IV West of Yonge St., Tp. & Co. York.
Winges, Chas. F.	Part West half Lot 24, Con. II (Ottawa Front), Nepean.
Winnett, Jno. W. G.	Part Lot 10 and parts Lots 10 and 11, Con. B, Tp. London (now in City of London), Plan 315.
Welton, Herbert R.	Parts Lots 38 and 39, Con. III from the Bay, Tp. York.
Yapp, Fred H.	Parts Lots 12 and 14 and part 6" Reserve, Green's Survey; part Lots 5 and 6, Burris Park, and part original Tp. Lot No. 10, Con. II, Tp. Barton (Hamilton).

PLANS APPROVED BY THE BOARD UNDER "THE CITY AND SUBURBS PLANS ACT" AND SECTION 479 OF "THE MUNICIPAL ACT," AS RE-ENACTED BY SECTION 20 OF "THE MUNICIPAL AMENDMENT ACT, 1914."

Name of Owner.	Description of Property.
Bourdon, Wilfrid H.	Part West half Lot 7, Con. IV, West of Yonge St., Tp. York.
Flint, J. J.	Part Lot I, Con. III from the Bay, Tp. York.
Guardian Trust Co.	Lot 6 and part Lot 7, Reg. Plan 104, and lands to West thereof, and parts Plans 241 and 204 E, Toronto.
Graham, Malcolm	North half Lot 2, west side of Jane St., Reg. Plan 652, Tp. York.

Name of Owner.	Description of Property.
Hrisikos, Peter	Lots 17 and 18, Con. II, Tp. London, Reg. Plan 403.
Keelington, Ltd.	Part Lot 1, Con. III West of Yonge St., Tp. York.
McEachren, Norman	Lots 4 and 5, Plan 460, and part Lot 17, Plan 435, Tp. York.
Nason, Joseph	Part Lot 7, Con. IV, West of Yonge St., Tp. York.
Ottawa Land Association, Ltd.	Part Lot 35, Con. I, Ottawa Front, Tp. Nepean (City of Ottawa).
Ottawa Land Association, Ltd.	Part Block "A," Reg. Plan 157, City of Ottawa.
Ottawa Land Association, Ltd.	Parts Lots 34 and 35, Con. I, Ottawa Front, Tp. Nepean (City of Ottawa).
Ottawa South Property Co.	Blocks 91 and 94, Reg. Plan 102363, Ottawa.
Ottawa South Property Co.	Part Lot "M," Con. "C," Rideau Front, Tp. Nepean (City of Ottawa).
Rockcliffe Land & Building Co.	Parcel 432, being Block A 45, Plan M 22, Co. Carleton.
Stetham, Ellen	Lots 6B and 29, north side Scott St., Tp. Nepean, Co. Carleton.
Schmitt, Chas. A. E.	Lots 4 and 5, Reg. Plan 251, and Lots 4 to 8 (inclusive), Plan 15, City of London.
Toronto Properties, Ltd.	Lot 8, Plan 342E, Toronto.

PLANS APPROVED BY THE BOARD UNDER SECTION 479 OF "THE MUNICIPAL ACT," AS RE-ENACTED BY SECTION 20 OF "THE MUNICIPAL AMENDMENT ACT, 1914."

Name of Owner.	Description of Property.
Begin Boyce, Ltd., and O'Hagan, Bridget E.	Lot 6, Con. II, Tp. Neebing, now in City of Fort William.
Blaquier, E. J., Ray, Col. S. W., and Roberts, Frank	Mining Location "A," Saviginy's Survey, Tp. McIntyre, now in Municipality of Shuniah.
Burson, G. B.	Part Lots 17 and 18, Con. II, Tp. Louth, and resubdivision parts Eagle St., Maiden Lane and Lot 129, and all Lot 131, Reg. Plan 41A for Village of Bridgeport, now Jordan Station.
Home Sites, Ltd.	North half Lot 6, Con. II, Tp. Neebing, now in City of Fort William.
Kendall, Jas. N., *et al.*	Northeast quarter of Northeast quarter of section 35, Tp. Korah, District of Algoma, now in Town of Steelton.
Low, Thos. A.	Block "D," Reg. Plan 105, Renfrew (Aberdeen Heights).
McLaren, Allen	Part Tp. Lots 33 and 34, Con. II, Tp. Pembroke, Town of Pembroke.
Niagara Investments, Ltd.	Parts Lots 142, 147 and 158, Tp. Stamford, Co. Welland (Lundy's Heights).
O Brien, Michael J.	Parts Lots 10 and 11, Con. II, Tp. Horton (Renfrew).
Rapsey, Geo. H.	Park Lot 2, North John St., Port Arthur.

Name of Owner.	Description of Property.
Trenks, W. F.	Part Section 31, Tp. McIntyre, now in Municipality of Shuniah (Morgan Park).
Trenks, W. F.	Lots 9, 10 and 15, Reg. Plan 371, Thunder Bay.
Title & Trust Co.	Part Lot 3, Reg. Plan 11, Town of Thorold (Parkview).
Wiley, F. S.	Parts Lot 7, Con. "B," Section 34, Tp. McIntyre, Municipality of Shuniah.

MISCELLANEOUS MATTERS.

ANNEXATIONS.

Place.	District Annexed.	Petitioner.
Hamilton	Part Tp. Barton, etc. (McKittrick Prop.)	W. H. Cooper, *et al.*
Hamilton	Part Tp. Barton	Jas. W. Gathecole.
Brantford	Part Tp. Brantford (Investment Survey)	
Berlin	Part Tp. Waterloo	Westmount Improvement Co.
Toronto	Part Tp. York (Danforth & Leslie Block, Plan 1163)	Wm. Harris, *et al.*
	Part Tp. York (Danforth Glebe Estates, Bathgate Ave.)	
Fort Frances	Part Tp. McIrvin.	
Burlington	Part Tp. Nelson.	
Shuniah	Whole of Tp. of McTavish.	
Toronto	Part Tp. York, known as Cedar Vale Dist.	
Toronto	Part Tp. York (Mount Pleasant Dist.)	Skelton.
Galt	Part Tp. North Dumfries.	
Grimsby	Part Tp. Grimsby.	
Markham	Part Tp. Markham (Mount Joy).	

ARBITRATIONS.

Place.	
Renfrew	Jamieson, Jas. A., *et al.*, vs. Hydro-Electric Power Commission

ASSESSMENT APPEALS

(Under Section 80 of The Assessment Act (Rev. Stat., c. 195).

	Amount.
Ottawa & New York Railway Company, New York & Ottawa Railway Company, and New York Central Lines, with Township of Cornwall	$300,000 00
Grand Trunk Railway Company vs. Midland	256,000 00
Parliament, W. C., vs. Spanish River Pulp & Paper Mill, Limited, Sturgeon Falls	800,000 00
Graham Stratford, *et al.*, vs. Tp. Brantford	41,000 00
Hamilton Cataract Power, Light & Traction Co. vs. Township of Grantham	240,000 00
S. O. Murchison vs. New Toronto	130,993 00
Ontario & Minnesota Power Company vs. Fort Frances	1,000,000 00
International Bridge & Terminal Co. vs. Fort Frances	144,000 00
Royce, S. J., vs. Toronto	
Russell, Walter S., vs. Township of Maidstone	45,933 00
Stover, Samuel, vs. Township of Maidstone	42,922 00
Smythe, Wm. Robt., *et al.*, vs. Township of York	118,000 00
	$3,118,848 00

BILLS FINANCIAL.

(Reported on under Rule 61*a* of the House.)

Fort William	Bill No. 13, 1914
Lindsay	Bill No. 17, 1914
Dunnville	Bill No. 18, 1914
Arnprior	Bill No. 8, 1914
Stratford	Bill No. 57, 1914
Aylmer	Bill No. 48, 1914
Cochrane	Bill No. 21, 1914
St. Catharines	Bill No. 60, 1914
Bowmanville	Bill No. 94, 1914

BRIDGES—APPLICATIONS TO DISPENSE WITH RECONSTRUCTION OF.

(Under Section 460 (9) of The Municipal Act (Rev. Stat., c. 192)).

Brant, Township of ..... Between Lots 10 and 11, Con. 14.

EXTENSION DEBENTURE ISSUE PERIOD.

(Under Section 288 (9) of The Municipal Act.)

Osgoode, Tp. of	*Re* By-law No. 6, 1913 (Bonus to Ottawa and St. Lawrence Electric Railway)	$17,500 00
Fort Frances	*Re* By-laws 193 and 358	10,000 00
Fort Frances	*Re* By-laws 197 and 198	2,306 21
		12,130 58
Burlington	*Re* By-law 189, as amended by 254	5,354 84
Simcoe, County of	By-law 1071	20,000 00
Port Hope	By-law 1044	5,000 00
Fort William	By-law 1192 (amended by 1520)	253,000 00
West Nissouri	By-law 230 (amended by 255)	2,500 00
		$327,791 63

EXTENSION TIME TO PASS BY-LAWS.

(Subsection 5 of Section 280 of "The Municipal Act" (as enacted by 4 Geo. V, c. 33, sec. 7)).

East Garafraxa	By-law No. 200 (Bridges)	$13,000 00
Niagara Falls	By-law No. 613 (2 Lockup Houses and Police Station)	3,000 00
Niagara Falls	By-law No. 630 (Storm Sewer)	5,000 00
		$21,000 00

"THE (MUNICIPAL) FRANCHISES ACT."

London, By-law ...., *re* Heat Supply, Cook-Fitzgerald Co., Ltd.

HIGHWAY—NARROW.

(4 Geo. V, c. 33, sec. 20.)

Preston—C. R. Hanning, *et al.*, *re* 40-foot street.
Toronto—Approval By-law 7116, Extension of Day Avenue.

INCORPORATIONS.

Town of Charlton—Part of unorganized District of Temiskaming.
Burlington—Erection into a Town.
Weston—Erection into a Town.

INTEREST INCREASE BY-LAWS.

(Approved under Section 291 of The Municipal Act.)

Winchester	By-law No. 336, 5 to 6%,	amending By-law No. 322
Smith's Falls	By-law No. 1090, 5 to 5½%,	amending By-law No. 1077
Galt	By-law No. 1191, 4½ to 5%,	amending By-law No. 1171
Brockville	By-law No. B926, 4½ to 5%,	amending By-law No. B822
Winchester	By-law No. 338, 5 to 5½%,	amending By-law No. 331
Smith's Falls	By-law No. 1093, 5 to 5½%,	amending By-law No. 1077
Fort Frances	By-law No. 358, 5 to 6%,	amending By-law No. 193
Brantford	By-law No. 1265, 4½ to 5%,	amending By-laws Nos. 1194, 1216, 1223
Burlington	By-law No. 254, 4½ to 6%,	amending By-law No. 189
Caledonia	By-law No. 159, 5 to 6%,	amending By-law No. 147
Fort Frances	By-laws Nos. 419, 420, 5 to 6%,	amending By-laws Nos. 197, 198
Wallaceburg	By-law No. 375, 5 to 6%,	amending By-laws Nos. 361-374
Little Current	By-law No. 268, 5 to 6%,	amending By-law No. 252
Brockville	By-law No. B956, 4½ to 5%,	amending By-law No. B952
Wallaceburg	By-law No. 377, 5 to 6%,	amending By-laws Nos. 259-302
Berlin	By-law No. 1357, 5 to 5½%,	amending By-law No. 1347
Berlin	By-law No. 1358, 5 to 5½%,	amending By-law No. 1354
Niagara, Tp. of	By-law No. 512, 5 to 5½%,	amending By-law No. 510
Sandwich	By-law No. 519, 5½ to 6%,	amending By-law No. 505
Chatham	By-law No. ..., 5 to 6%,	amending By-law No. 998
Galt	By-law No. 1281, 5 to 5½%,	amending By-laws Nos. 1251, 1256, 1274
Thorold	By-law No. 461, 5 to 6%,	amending By-law No. 425

LOCAL IMPROVEMENTS—PETITIONS AGAINST.

(Under 4 Geo. V, c. 21, sec. 42.)

Place.	Petitioners.	Against.
Berlin	Ratepayers, *re* Water St.	Proposed pavement.
Berlin	Ratepayers	Proposed pavement on Weber St. W.
Peterborough	Ratepayers	Proposed pavement on Aylmer Street.
Hamilton	Ratepayers	Proposed pavement on Charlton Avenue.
Hamilton	Rachel Gray, *et al.*	Proposed pavement on Bay Street.
Hamilton	Ratepayers	Proposed pavement on Charlton Avenue (between James and John Streets).
Hamilton	J. J. Hunt, *et al.*	Proposed cement sidewalk on South side Birge Street.
Toronto	W. A. Kemp	Assessment *re* roadway, Roxboro St. East.

SINKING FUNDS INVESTMENT BY-LAWS.

(Section 303 of "The Municipal Act.")

Rainy River	By-law No. 144	$2,300 00
Port Arthur	By-law No. 1095	101,202 81
Peterboro	By-law No. 1788	20,000 00
Rainy River	By-law No. 148	2,300 00
Glencoe	Resolution (July 6)	2,500 00

Fort Frances	By-law No. 443	15,000 00
Seaforth	By-laws 37 ('10), 129 ('13), 143 ('14) (and interest)	8,416 46
Arnprior	By-law 553	5,944 30
Galt	By-law 1275	21,000 00
Brockville	By-law B964	18,700 00
Steelton	By-law 320	45,000 00
		$242,363 57

VILLAGES ERECTED INTO TOWNS.

(Under Section 20 of "The Municipal Act.")

Burlington—Erection of into town.
Weston—Erection of into town.

WORK ORDERED BY DOMINION AND ONTARIO RAILWAY BOARDS.

Approval By-laws under Sec. 289 (*f*) of "The Municipal Act."

Smith's Falls—By-law No. 1148. Work ordered by Dominion Commission, $13,000.00.

ALPHABETICAL LIST OF APPLICATIONS TO THE BOARD UNDER "THE ONTARIO TELEPHONE ACT," 1914.

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Ansonia & Thessalon Municipal Telephone System, application for approval of By-law No. 9 of Township of Thessalon for establishment of Telephone System	2514
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Armstrong Independent Telephone Company, approval agreement with Pioneer Rural Telephone Company, Limited	2804
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Beeton Telephone Company, Limited, approval increased tariff charges	2299
Brighton, Township of, approval agreement with Bell Telephone Company of Canada, Limited	2356
Bond Telephone Association, agreement with Bell Telephone Company, Limited.	2408
Byron Telephone Company, agreement with Bell Telephone Company, Limited.	2418
Bobcaygeon Rural Telephone Company, Limited, approval agreement with Bell Telephone Company, Limited	2435
Brooke Municipal Telephone System, approval connecting contract with Bell Telephone Company	2462
Bayham, Township of, approval By-law 738 *re* Houghton & Bayham Telephone Co.	2469
Blenheim & South Kent Telephone Company, Limited, *re* revision of tariff charges	2515
Bradden, James H. and John, approval agreement with Bell Telephone Company, Limited	2568
Brussels, approval By-law No. 3, 1914, for telephone system	2599
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Barrie Island Telephone Company, approval agreement with Gore Bay Telephone System . . . 2668
Bruce, Township of, approval By-law 190 for extension of telephone system . . . 2698
Brussels, Village of, approval agreement with Bell Telephone Company, Limited. 2762
Back Line Telephone Association, approval agreement with Bell Telephone Company, Limited . . . 2793

Colborne Telephone System vs. Township of Colborne . . . 2238
Colborne, Township of, vs. Colborne Telephone System . . . 2238
Cameron Telephone Union, approval agreement with Bell Telephone Company, Limited . . . 2365
Caradoc, Ekfrid Telephone Company, approval agreement with Bell Telephone Co. 2483
Chelmsford Sudbury Telephone Line, approval agreement with Bell Telephone Company, Limited . . . 2664
Coulson-Jarratt Telephone Association, approval agreement with Bell Telephone Company, Limited . . . 2726
Coe Hill Rural Telephone Company, approval agreement with Bell Telephone Company, Limited . . . 2731

Dryden, Town of, approval By-law, plans, etc,, for telephone system . . . 2445
Dryden, Town of, approval By-law 84, plans, etc., for telephone system . . . 2583
Drummond Centre Telephone Association, *re* interchange of service with Lanark & Ramsay Telephone Association . . . 2770

Earlton Mutual Telephone Company, and Armstrong Independent Telephone Company, and Pioneer Rural Telephone Company, Limited . . . 2277
Ernestown Rural Telephone Company, Limited, approval agreement with Yarker Rural Telephone Company . . . 2296
Emo, approval By-law 177 for establishment of telephone system . . . 2361
East Woodville Telephone Association, approval agreement with Bell Telephone Company, Limited . . . 2362
Emo, Township of, applicant, approval agreement with Percy T. Roberts . . . 2685
Emo, Municipal Telephone System, approval By-law 185 for establishment of telephone system . . . 2732
Euphrasia, Township of, approval By-law to extend time for passing Debenture By-law *re* Beaver Valley & Euphrasia Township Telephone System . . . 2788

Forest Home Telephone Association, approval agreement with Bell Telephone Company, Limited . . . 2364
Fenelon Rural Telephone Association, approval agreement with Bell Telephone Company, Limited . . . 2367
Fourth Line Telephone Association, approval agreement with Bell Telephone Company, Limited . . . 2452
Floss, Township of, approval agreement for interchange of service with Townships of Medonte and Tay . . . 2645
Fielding, F. C. (Norland Private Line), approval agreement with Bell Telephone Company, Limited . . . 2651
Fort Frances, applicant for intercommunication of service with Percy T. Roberts (Rainy River International Telephone Company) . . . 2683
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Forest Home Telephone Association, approval agreement with Bell Telephone Company, Limited . . . 2719

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Lefray, unorganized Township of, *re* permission to Township of Thessalon to use highways in 2708
Lambton Telephone Company, Limited, approval agreement intercommunication with Township of Moore 2741
Lanark & Ramsay Telephone Association, *re* interchange of service with Drummond Centre Telephone Association 2770

Maple Leaf Telephone Club, The, approval agreement with Bell Telephone Company, Limited 2262
Moore Telephone System of Township of Moore, *re* interchange of service with Lambton Telephone Company 2413
Malahide & Bayham Telephone Company, Limited, vs. South Malahide Telephone Company, Limited 2437
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Maidstone, Municipality of, approval By-law 646 2579
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Plummer, additional approval By-law 138 (establishment of telephone system)	2789
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Byron Telephone Company, Limited	2418
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Brussels, Village of	2762
Back Line Telephone Association	2793
Cameron Telephone Union	2365
Caradoc-Ekfrid Telephone Company, Limited	2483
Chelmsford-Sudbury Telephone Line	2664
Coulson-Jarratt Telephone Association	2726
Coe Hill Rural Telephone Company (J. R. Harding)	2731
East Woodville Telephone Association	2362
Forest Home Telephone Association	2364
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Lambton Telephone Company, Limited	2606
Long Lake Rural Telephone Company	2621
Maple Leaf Telephone Club	2262
Morrisburg-Desboro Telephone Association	2512
Muskoka, Victoria & Haliburton Telephone Company, Limited	2576
Mutual Telephone Association	2717
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Northern Mutual Telephone Association	2414
North Gosfield, Municipal Corporation of the Township of	2564
Pleasant Valley Telephone Association	2268
Peabody Telephone Association	2363
Pelee, Township of	2635
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Princeton and Drumbo Telephone Company, Limited	2777
Riverside Telephone Association	2451
Rosedale Rural Telephone Association	2465
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Rox Rural Telephone Association	2558
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TABULATED SUMMARY OF ACCIDENT REPORTS RECEIVED IN 1914.

Passengers.		Employees.		Travellers on highway		Travellers at crossing.		Trespassers.		Total.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	414		15	11	184					12	613

MEMO. OF LEGISLATION UNDER WHICH THE BOARD EXERCISES JURISDICTION.

ANNEXATION OF TERRITORY TO MUNICIPALITY.
Sections 11 to 23 inclusive of "The Municipal Act."

AREA OF TOWN OR VILLAGE, LIMITED.
Section 14 of "The Municipal Act" and Sections 1, 2, 3 of "The Municipal Amendment Act, 1914" (c. 33).

ASSESSMENT APPEALS.
Section 80 of "The Assessment Act."

BEACHES AND RIVER BEDS ACT, THE.
Chapter 245, R.S.O., 1914.

BOUNDARY LINES, DEVIATION OF ROADS ON, ETC.
Section 469 of "The Municipal Act."

BRIDGE, DISPENSING WITH RECONSTRUCTION OF.
Section 460 (9) of "The Municipal Act."

BY-LAWS:

Approval of, for Bridge Construction.
Section 289 (*e*) of "The Municipal Act."

Approval of, for Extension of Debenture Issue Period.
Section 288 (9) of "The Municipal Act."

Approval of, for Extension of Municipal Railway Systems.
Section 232 of "The Ontario Railway Act."

Approval of, for Extension of Wateworks, Electric Light Plants, Sewers, or Gasworks.
Section 400 (3) of "The Municipal Act," 1913.
Section 117, "The Municipal Amendment Act," 1914 (c. 33).

Approval of, for Investment of Sinking Fund.
Section 303 of "The Municipal Act."

Approval of, Granting Franchises.
Sections 5, 3, Chapter 197, R.S.O., 1914.

Approval of Interest Increase By-law.
Section 291 of "The Municipal Act."

Approval of, to Pay for Works ordered by Dominion or Ontario Railway, etc., Boards.
Section 289 (*f*) of "The Municipal Act."

Approval of, to Repeal By-laws as to that part of Moneys not raised.
Section 292 of "The Municipal Act."

Validation of, and Debentures.
Section 295 of "The Municipal Act."

CONSOLIDATION OF FLOATING DEBT OR CONSOLIDATION OR RENEWAL OF DEBENTURES.
Rule 61*a*, page 421, Votes and Proceedings of The Legislative Assembly, 27th March, 1907.

ERECTION OF VILLAGES AND TOWNS INTO TOWNS AND CITIES.
Section 20 of "The Municipal Act."

HIGHWAYS, WIDTH OF.
Section 20, 4 Geo. V., c. 33.
Section 81 (14), c. 124, R.S.O., 1914, and 4 Geo. V., c. 23, Sec. 3.
Section 3 (2), c. 194, R.S.O., 1914.

INCORPORATION OF TOWNS IN UNORGANIZED TERRITORY.
Section 19 of "The Municipal Act."

INTERSWITCHING, ETC., BETWEEN DOMINION AND PROVINCIAL RAILWAYS.
Section 228, cap. 37, R.S.C., 1906.
Section 5, cap. 22, S.C., 1911.
Section 131 of "The Ontario Railway Act."

MORTGAGES OF RAILWAYS TO BE DEPOSITED WITH BOARD.
Subsection 4 of Section 48 of "The Ontario Railway Act."

ONTARIO RAILWAY ACT, THE.
Chapter 185 of The Revised Statutes of Ontario, 1914.
ONTARIO RAILWAY AND MUNICIPAL BOARD ACT, THE.
Chapter 186 of The Revised Statutes of Ontario, 1914.

PARKS, SETTING ASIDE PART OF, FOR SPORTS, ETC.
Section 13 (5) of "The Public Parks Act" (c. 203, R.S.O., 1914).

PLANS OF CITY AND SUBURBAN LANDS.
Chapter 194, R.S.O., 1914.

PUBLIC UTILITIES ACT, THE.
Chapter 204, R.S.O., 1914, 4 Geo. V., c. 35.
PUBLIC WORKS OF ONTARIO, AN ACT RESPECTING.
Chapter 35, R.S.O., 1914, Sections 29, *et seq.*, and Section 46.

TAXATION OF MINES AND NATURAL GAS, ACT RESPECTING.
Chapter 26, R.S.O., 1914.

TELEPHONE SYSTEMS.
Chapter 188, R.S.O., 1914.

TEMISKAMING AND NORTHERN ONTARIO RAILWAY ACT, ACT RESPECTING.
Section 17, Chapter 38, R.S.O., 1914.

TOWNSHIP, SEPARATION OF JUNIOR, FROM UNION.
Section 30 of "The Municipal Act."

(NOTE.—The above list is prepared to facilitate reference to legislation, and does not purport to be exhaustive.)

TARIFF OF FEES.

The Ontario Railway and Municipal Board orders and directs that the following sums in law stamps shall be paid on the following orders and the following fees in every application or matter coming before the Board:—

In contentious matters requiring a hearing, there shall be paid in law stamps the sum of $15.00 for each day or fraction thereof over one-half day, and the sum of $10.00 for half a day or fraction thereof occupied by the hearing.

On orders under Section 295 of "The Municipal Act, 1913," for validating By-laws and Debentures, the following sums shall be paid in law stamps:—

	Law Stamps.
Where the issue of Debentures amounts to $10,000 or less	$15 00
Over $10,000 and up to $15,000	20 00
" $15,000 " $20,000	25 00
" $20,000 " $25,000	30 00
" $25,000 " $30,000	35 00
" $30,000 " $40,000	40 00
" $40,000 " $50,000	45 00
" $50,000 " $60,000	50 00
" $60,000 " $70,000	55 00
" $70,000 " $80,000	60 00
" $80,000 " $90,000	65 00
" $90,000 " $100,000	70 00
" $100,000 " $110,000	75 00
" $110,000 " $120,000	80 00
" $120,000 " $130,000	85 00
" $130,000 " $140,000	90 00
" $140,000 " $150,000	95 00
" $150,000 " $160,000	100 00
" $160,000 " $170,000	105 00
" $170,000 " $180,000	110 00
" $180,000 " $190,000	115 00
" $190,000 " $200,000	120 00

The following sums shall be paid in law stamps on the following orders:—

On Orders for Annexation of Territory Mun. Act.	$10.00
On Orders for Approval of By-laws for works ordered by Dominion or Ontario Railway Boards Mun. Act, 1913, sec. 289 (*f*).	$10.00
On Orders for Approval of By-laws for extension of Waterworks, Electric Light or Gasworks, etc. Mun. Act, 1913, sec. 400 (3).	$10.00
On Orders for Approval of Sinking Fund Investment By-laws Mun. Act, 1913, sec. 303.	$5.00
On Orders for Approval of Extension of Debenture Issue Period Mun. Act, 1913, sec. 288 (9).	$5.00
On Orders for Approval of By-laws increasing the rate of interest on debentures Mun. Act, 1913, sec. 291.	$5.00
On Orders for Approval of Bridge Construction By-laws Mun. Act, 1913, sec. 289 (*e*).	$5.00
On Orders approving Railway Companies' Public By-laws and Rules	$2.00
On Orders approving Railway Companies' Tolls and Tariffs	$2.00
On Orders approving Railway Fenders, sec. 253	$5.00
On Orders approving Railway Companies' Examiner of Motormen	$1.00
On certifying Plans under The City and Suburbs Plans Act 2 Geo. V., c. 43 (Ontario).	$5.00

STATEMENT IN DETAIL OF TRAVELLING EXPENSES AND DISBURSEMENTS.

1914.		
January.	D. M. McIntyre, K.C., Chairman	$12 80
	A. B. Ingram, Vice-Chairman	99 75
	H. N. Kittson, Commissioner	20 10
	H. C. Small, Secretary	14 85
	W. C. Coo, Official Stenographer	28 60
February.	D. M. McIntyre, K.C., Chairman	5 85
	A. B. Ingram, Vice-Chairman	6 00
	H. N. Kittson, Commissioner	14 75
	H. C. Small, Secretary, for Office	0 85
	W. C. Coo, Official Stenographer	3 25
March.	D. M. McIntyre, K.C., Chairman	5 80
	A. B. Ingram, Vice-Chairman	17 50
	H. N. Kittson, Commissioner	6 75
	H. C. Small, Secretary, for Office	5 00
	W. C. Coo, Official Stenographer	42 05
May.	D. M. McIntyre, K.C., Chairman	6 70
	A. B. Ingram, Vice-Chairman	11 50
	H. C. Small, Secretary, for Office	1 10
	W. C. Coo, Official Stenographer	17 45
	F. Dagger, Elec. and Tel. Expert	27 00
June.	D. M. McIntyre, K.C., Chairman	88 00
	A. B. Ingram, Vice-Chairman	104 85
	H. N. Kittson, Commissioner	7 70
	H. C. Small, Secretary, and Office	84 30
	F. Dagger, Elec. and Tel. Expert	126 85
	W. C. Coo, Official Stenographer	112 70
July.	D. M. McIntyre, K.C., Chairman	38 65
	A. B. Ingram, Vice-Chairman	77 90
	H. N. Kittson, Commissioner	32 20
	H. C. Small, Secretary	41 40
	W. C. Coo, Official Stenographer	95 60
	F. Dagger, Elec. and Tel. Expert	136 64
August.	F. Dagger, Elec. and Tel. Expert	18 35
September.	H. C. Small, Secretary, for Office	10 60
	F. Dagger, Elec. and Tel. Expert	51 15
October.	D. M. McIntyre, K.C., Chairman	119 00
	A. B. Ingram, Vice-Chairman	167 00
	H. N. Kittson, Commissioner	134 45
	H. C. Small, Secretary, and Office	107 00
	W. C. Coo, Official Stenographer	97 69
	F. Dagger, Elec. and Tel. Expert	118 79
November.	D. M. McIntyre, K.C., Chairman	20 90
	A. B. Ingram, Vice-Chairman	31 35
	H. N. Kittson, Commissioner	6 15
	H. C. Small, and Office	28 75
	W. C. Coo, Official Stenographer	58 75
	F. Dagger, Elec. and Tel. Expert	63 35
December.	D. M. McIntyre, K.C., Chairman	8 90
	A. B. Ingram, Vice-Chairman	10 05
	H. N. Kittson, Commissioner	3 00
	H. C. Small, Secretary	5 85
	W. C. Coo, Official Stenographer	36 50
	F. Dagger, Elec. and Tel. Expert	48 35
		$2,440 37

ELECTRIC, STEAM AND INCLINED RAILWAYS UNDER PROVINCIAL JURISDICTION YEAR ENDING 31ST DECEMBER, 1914

No.	Name of Railway.	Length of road first main track	Length of second main track	Total length of main track	Length of sidings and turnouts.	Total computed as single track	Length under construction	No. Power Houses		Remarks
								Steam	Water	
1	Berlin and Northern	2.45	.....	2.45	.10	2.55	.33	.....	.....	Power from City of Berlin
2	Berlin and Waterloo Street	3.28	1.40	4.68	.38	5.06	.....	1	.....	" " " " Hydro
3	Cornwall Street Railway Light and Power Co., Ltd.	4.	.....	4.	2.50	6.50	.....	1	1	
4	Fort William (Municipal)	4.53	4.46	8.99	.43	18.41	1.66	.....	.....	Purchase Power from Kam. Power Co.
5	Galt, Preston and Hespeler St.	8.5	.....	8.5	.333	8.833	.....	.....	.....	" " " City Hydro
6	Guelph Radial (Municipal)	15.66	2.40	18.06	17.18	35.24	.....	1	.....	" " " Hydro P. Com.
7	Hamilton Street	13.88	13.87	27.75	.12	27.87	6.29	.....	.....	Pur. Power from Hamilton Cataract
8	Hamilton and Dundas	5.85	.....	5.85	1.67	7.52	.....	.....	.....	Power, Light and Transmission Co.,
9	Hamilton, Grimsby and Beamsville Electric	22.6	.....	22.6	3.	25.6	.....	.....	.....	Ltd., and Sub-Station Stoney Creek and Grimsby
†10	Hamilton and Barton Incline Railway Co.	.11	.12	.....	.....	.23	.....	.....	.....	Operated by steam
†11	Hamilton and Mountain Park Co., Ltd. (Incline)	.13	.13	.....	.....	.26	.....	.....	.....	" " "
*12	Huntsville and Lake of Bays	1.45	.....	1.45	.31	1.76	.....	.....	.....	" with boat line
13	International N.F.P. & River Div	11.91	11.20	23.11	1.37	24.48	.....	.....	1	Purchases from three Power Co.'s
14	International Transit	4.10	.....	4.10	.6	4.16	.....	.....	.....	Pur. Pwr. from Algoma Steel Corp., Ltd.
15	Kingston, Portsmouth and Cataraqui Electric	8.	.....	8.	.13	8.13	.....	.....	.....	" " " city of Kingston the power
16	London Street	25.73	6.79	32.52	.73	33.75	.....	1	.....	" " " Hydro Electric Com.
*17	Lake Huron and Northern Ont.	17.00	.....	17.00	.50	17.50	10.00	.....	.....	
*18	Midland Simcoe	6.	.....	6.	6.	6.	.....	.....	.....	
*19	Mount McKay & Kakabeka Falls.	5.	.....	5.	.....	5.	.....	.....	.....	
20	Peterborough Radial	6.034	.....	.....	.057	6.091	.70	.....	.....	" " " Peterboro' Hy. Pwr. Co.
21	Port Arthur (Municipal)	5.57	6.86	12.43	.34	18.34	.....	.....	1	" Pwr. from Kaministiqua Power Co.
†22	Port Stanley Elevator Co., Ltd.	.13	.13	.....	.....	.26	.....	.....	.....	Inclined Power Electric Motor
22	Sarnia Street Railway Co., Ltd.	8.25	.....	8.25	1.	9.25	.....	1	.....	Power pur. from Sarnia Electric Co.
23	Sandwich, Windsor & Amherstburg	24.86	3.64	28.50	1.12	29.62	.....	1	.....	" " " Canadian Sault Co.
24	St. Thomas Street (Municipal)	7.50	.....	7.50	.25	7.75	.....	1	.....	" " " City Hydro Electric
*25	Temiskaming & Northern Ont.	328.60	1.70	330.30	108.02	438.32	.....	.....	.....	Operated by T. & N.O. Commission
*26	Thurlow	2.671	.....	2.671	2.766	5.437	.....	.....	.....	
27	Toronto Street	56.954	2,513	118.934	8.183	127.117	.....	1	.....	Four Sub-Stas. Pwr from Tor. Pwr Co.
28	Toronto Civic (Municipal)	8.4	8.4	16.8	1.036	17.836	.745	.....	.....	Purchase Power Toronto Hydro Com.
29	Toronto Suburban	9.84	8.	17.84	1.25	19.09	80.00	1	.....	" " " Power Co.
30	Toronto and York Radial	72.43	.....	72.43	9.57	82.00	.....	2	.....	Pwr from T.Pwr Co. & Tor.E.& T.R.Co.
32	Windsor and Tecumseh	9.49	.....	9.49	.31	9.80	.....	.....	.....	Operated by S. W. & A. Ry. Co.
	Total	700.909	71.613	825.205	169.255	1009.764	99.725	11	3	

* Operated by steam. † Incline Railways.

THE FOLLOWING GIVES A BRIEF SUMMARY OF THE EXTENSIONS AND IMPROVEMENTS MADE TO THE RAILWAYS UNDER PROVINCIAL JURISDICTION DURING THE YEAR 1914.

The Berlin and Northern Railway.

This Company during the year ending November 30th, 1914, reports an extension of their track by 1,200 feet, which is now under construction, the expenditure regarding which is still incomplete.

Berlin and Waterloo Street Railway.

The Berlin Light Commissioners report the following improvements and additions to their railway for the year ended November 30th, 1914:

Track improvements	$3,318 18
Overhead equipment	50 17
Car barn equipment	569 60
Making a total expenditure of	$3,937 95

Cornwall Street Railway Light and Power Company.

This Company has made an expenditure on improvements to their system during the year from 30th November, 1913, to November 30th, 1914 of $819.69.

Fort William Electric Railway.

During the year ending November 30th, 1914, the above company has made track extensions and improvements resulting in an expenditure as follows:

8.34 miles of single track	$109,875 20
Special work on cars, property, etc.	189,070 95
	$298,946 15

This company has also 1.66 miles under construction, the cost of which has not been computed.

Galt, Preston & Hespeler Street Railway Company, Limited.

This Company has, during the year ended November 30th, 1914, put in 1.18 miles of additional track at a cost of $29,855.74. This with other improvements made to the system makes a total expenditure of $32,832.25.

Guelph Radial Railway Company.

This Company reports during the year from November 30th, 1913, to November 30th, 1914, an addition of 1,700 feet in switches, and the following expenditures:

New switches and sidings	$806 30
New equipment, cars	16,452 36
New car barn	4,060 17
	$21,318 83

The Hamilton Street Railway Company.

This Company during 1914 reports the following expenditures in connection with improvements to their system:

11.75 miles of track (started in 1913)	$59,426 61
Linework for above track	5,338 19
Rebuilding track	10,094 15
Air brakes	11,844 91
Hot air heaters	710 96
	$87,414 82

This Company also reports 6.29 miles of track under construction.

The Hamilton & Dundas Street Railway Company.

For replacement and extension of track, this Company has made an expenditure of $8,061.10 during the year ended November 30th, 1914.

HAMILTON, GRIMSBY & BEAMSVILLE ELECTRIC RAILWAY COMPANY.

Improvements have been made by this Company during the year ending November 30th, 1914, as follows:

New freight shed built	$9,539 90
Car rebuilt	2,100 93
Freight car installed	2,704 76
Land purchased	800 00
Making a total expenditure on capital account of	$15,145 59

HAMILTON AND BARTON INCLINE RAILWAY.

This Company reports that they have made no expenditures for improvements beyond the ordinary repairs during the year ended November 30th, 1914.

HAMILTON MOUNTAIN PARK COMPANY, LIMITED. (INCLINE)

This Company reports no extensions of track during 1914, but on rolling stock, buildings, machinery, overhead structure and other improvements to the railway a total expenditure of $63,108.55 has been made.

THE HUNTSVILLE & LAKE OF BAYS RAILWAY COMPANY.

During the year ended November 30th, 1914, this Company reports an expenditure for improvements outside of track extension of $746.56.

INTERNATIONAL RAILWAY COMPANY (*Niagara Falls Park and River Division*).

This Company reports that they have made no improvements of any kind on this railway for the year ended November 30th, 1914.

INTERNATIONAL TRANSIT COMPANY.

This Company reports .38 miles of track under construction of which the cost has not been calculated. Beyond the ordinary maintenance no expenditure on other improvements has been made from November 30th, 1913, to November 30th, 1914.

KINGSTON, PORTSMOUTH & CATARAQUI ELECTRIC RAILWAY COMPANY.

This Company makes report of the following improvements and expenditures during 1914:

New track, 2,200 ft. double; 4,400 ft. single	$13,687 32
Track repairs	3,418 82
Overhead structure	1,543 16
Rolling stock	7,876 41
Buildings	31 29
Machinery	196 06
	$26,753 06

THE LONDON STREET RAILWAY COMPANY.

This Company reports track construction for the year ended November 30th, 1914, as follows:

1,750 38 feet of track, including 653.64 feet of new switches $25,026 87

Total improvements to the system amounted to an expenditure of $42.825.64.

THE LAKE HURON AND NORTHERN ONTARIO RAILWAY COMPANY.

This Company makes the following report of expenditures during the year ended November 30th, 1914:

10 miles of track under construction, expended on extensions	$20,301 49
Other improvements under head of track improvements, overhead structure, rolling stock, buildings, machinery, etc.	31,313 95

Midland-Simcoe Railway Company.

The report of this Company for 1914 shows no expenditure on capital account for improvements to the railway.

Mount McKay and Kakabeka Falls Railway Co.

This Company, during the year ended November 30th, 1914, expended as follows:

Improvement on road bed	$627 73
Improvement on buildings	816 86
	$1,444 59

The Peterborough Radial Railway Company.

The following report of expenditure from November 30th, 1913, to November 30th, 1914, is made by this Company:

Relaying track in paved area:

George Street, from McDonnell to C.P.R. Charlotte, from George to G.T.R. Siding, C.P.R. Station	$28,947 26
Relocation of line on George Street South	12,997 97
Purchase of root scrapers for all cars	122 95
Construction of Corrugated Iron Extension to car barns	735 66
Purchase of rolling stock	7,836 41
	$50,640 25

Turn-outs were relocated in order to establish a ten-minute service, the cost of which is included in the Relocation of the Line on George Street South.

This Company have now 3,800 feet of track under construction.

Port Arthur Civic Railway.

This company reports for 1914 as follows:

New track constructed, 1,269.5 feet	$2,798 60
Three part double track Y	12,000 00
	$14,798 60

The Port Stanley Elevator Company, Limited.

This Company makes report of the following expenditure for the year ending November 30th, 1914:

New cables	$225 00
Rebuilding cars	200 00

Sarnia Street Railway Company, Limited.

This Company reports that during the year ended November 30th, 1914, no improvements or extensions were made to this railway.

Sandwich, Windsor and Amherstburg Railway.

This Company reports that during 1914 .3336 miles of track were constructed and the following expenditures made:

Light plant	$27,432 44
Tracks	74,756 43
Electric line	350 89
Cars	13,999 74
Power House	1,045 35
	$117,584 85

St. Thomas Municipal Street Railway.

This Company reports no expenditures beyond ordinary maintenance and repairs from November 30th, 1913, to November 30th, 1914.

Temiskaming and Northern Ontario Railway.

This Company reports that the length of road is less for 1914 than was reported in 1913 on account of the Kerr Lake Branch, 3.9 miles long, being leased to the Nipissing Central Railway, also the Nipissing Junction Spur at North Bay, 2.1 miles long, leased to G.T.R.

Thurlow Railway Company.

This Company makes no report with regard to extensions and improvements to its system.

Toronto Railway Company.

The report for 1914 of this Company shows track extensions of 1.559 miles, and a total expenditure on improvements, etc., of $258,544.99.

Toronto Civic Railway.

This Company reports for the year ending November 30th, 1914, .745 miles of railway under construction, and a total expenditure for improvements to the system of $6,358.77.

The Toronto Suburban Railway Company.

This Company has 80 miles of track under construction and reports the following expenditures from November 30th, 1913, to November 30th, 1914:

Track improvement	$2,819 92
Overhead structures	4,417 19
Rolling stock	7,437 74
	$14,674 85

And Weston to Woodbridge line opened for traffic on October 10th, 1914.

Toronto and York Radial Railway Company.

This Company reports for 1914 that no capital expenditure has been made for improvements. Any renewals or improvements which might have been made have been charged to operating expenses.

Windsor and Tecumseh Electric Railway.

This railway is included in the report of the Sandwich, Windsor and Amherstburg Railway.

LIST 1.

ONTARIO ELECTRIC AND STEAM RAILWAYS THAT ARE IN ACTUAL OPERATION AND UNDER THE JURISDICTION OF THE ONTARIO RAILWAY AND MUNICIPAL BOARD, THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION, AND THE NIAGARA FALLS PARK COMMISSIONERS.

	Cap.	Year.
BERLIN AND BRIDGEPORT ELECTRIC STREET RAILWAY COMPANY, LIMITED:		
Incorporated by Letters Patent, 7th January	..	1901
(Name changed to Berlin and Northern.)		
BERLIN AND NORTHERN:		
Ontario Statute	131	1912
Act respecting.		
BERLIN AND WATERLOO STREET:		
Incorporated by Letters Patent, 6th August	..	1886
Incorporated by Letters Patent, 15th March	..	1893
See Ontario Statute	63	1872
BRUCE MINES AND ALGOMA RAILWAY COMPANY:		
Ontario Statute	93	1899
Act to incorporate.		
Ontario Statute	22	1901
Ontario Statute	25	1902
Ontario Statute	91	1903
Ontario Statute	89	1905
Ontario Statute	19	1906
Ontario Statute	69	1909
Ontario Statute	139	1910
Ontario Statute	17	1912
Dominion Statute	48	1912
Ontario Statute	132	1912
Ontario Statute	128	1913
See Lake Huron and Northern Ontario.		
CORNWALL STREET RAILWAY, LIGHT AND POWER COMPANY, LIMITED:		
Incorporated by Letters Patent, April 18th, 1902	..	1902
Ontario Statute	50	1915
See Act respecting Town of Cornwall.		
FORT WILLIAM (Municipal) RAILWAY COMPANY:		
Ontario Statute	69	1914
See Act respecting City of Fort William.		
See Port Arthur and Fort William Street Railway Company.		
GALT AND PRESTON STREET RAILWAY COMPANY:		
Incorporated by Letters Patent, 20th November	..	1890
(Name changed to Galt, Preston and Hespeler Railway Company, 10th April, 1895.)		
GALT, PRESTON AND HESPELER STREET: 10th April	..	1895
See Berlin, Waterloo, Wellesley and Lake Huron, C.P.R. agreements.		
GUELPH RADIAL RAILWAY COMPANY:		
(Formerly Guelph Railway Company.)		
Ontario Statute	98	1895
Act to incorporate.		
Ontario Statute	79	1901
Ontario Statute	95	1903
(To change name.)		
Ontario Statute	91	1905
Ontario Statute	125	1908
Ontario Statute	115	1910
Ontario Statute	124	1911
Ontario Statute	90	1911
Ontario Statute	98	1913
Ontario Statute	117	1914
Act respecting.		

	Cap.	Year.
HAMILTON AND BARTON INCLINE RAILWAY COMPANY:		
Ontario Statute	118	1890
Act to incorporate.		
HAMILTON MOUNTAIN PARK COMPANY LIMITED (Incline):		
Incorporated by Letters Patent, 20th July	..	1899
and 31st December	..	1911
HAMILTON STREET RAILWAY COMPANY:		
Ontario Statute	100	1873
Act to incorporate.		
Ontario Statute	90	1893
Ontario Statute	54	1915
See Act City of Hamilton.		
HAMILTON AND DUNDAS STREET RAILWAY COMPANY:		
Ontario Statute	87	1875-76
Act to incorporate.		
Ontario Statute	59	1879
Ontario Statute	65	1881
Ontario Statute	68	1884
Ontario Statute	68	1886
Ontario Statute	119	1890
Ontario Statute	100	1895
Ontario Statute	60	1898
HAMILTON, GRIMSBY AND BEAMSVILLE ELECTRIC RAILWAY CO.:		
Ontario Statute	95	1892
Act to incorporate.		
Ontario Statute	87	1897
Ontario Statute	80	1901
Ontario Statute	76	1904
Ontario Statute	99	1907
HUNTSVILLE AND LAKE OF BAYS RAILWAY COMPANY:		
Ontario Statute	113	1900
Act to incorporate.		
Ontario Statute	97	1903
Ontario Statute	18	1904
Ontario Statute	19	1906
(Sec. 39.)		
Ontario Statute	100	1907
INTERNATIONAL TRANSIT COMPANY:		
Incorporated by Letters Patent, 22nd May, 1888, under R.S.O., Cap. 157, 1897.		
Ontario Statute	99	1903
INTERNATIONAL RAILWAY COMPANY:		
(Formerly Niagara Falls Park and River Ry. Co.; also Buffalo Ry. Co.).		
Ontario Statute	96	1892
Act to incorporate.		
Dominion Statute	54	1900
Ontario Statute	86	1901
Ontario Statute (Sec. 30)	12	1902
Dominion Statute	43	1902
KINGSTON STREET RAILWAY COMPANY:		
Ontario Statute	74	1875-76
Act to incorporate.		
Ontario Statute	91	1893
(To change name.)		
Ontario Statute	79	1904
See Kingston, Portsmouth and Cataraqui Street Railway Co.		

	Cap.	Year.
KINGSTON, PORTSMOUTH AND CATARAQUI STREET RAILWAY CO.:		
Ontario Statute	74	1875-76
Act to incorporate.		
Ontario Statute	91	1893
Ontario Statute	105	1895
Ontario Statute	61	1898
Ontario Statute	79	1904
Ontario Statute	111	1906
LAKE HURON AND NORTHERN ONTARIO RAILWAY COMPANY:		
Ontario Statute	134	1913
Act respecting.		
(Formerly Bruce Mines and Algoma Railway Company.)		
Ontario Statute, Section 26	20	1915
LONDON STREET RAILWAY:		
Ontario Statute	99	1873
Act to incorporate.		
Ontario Statute	79	1889
Ontario Statute	89	1894
Ontario Statute	107	1895
Ontario Statute	105	1896
Ontario Statute	67	1897
Ontario Statute	97	1899
Ontario Statute	82	1902
Ontario Statute	98	1905
Ontario Statute	110	1909
METROPOLITAN RAILWAY COMPANY:		
Ontario Statute	84	1877
Ontario Statute	94	1893
Ontario Statute	108	1895
Ontario Statute	92	1897
Ontario Statute (T. & Y.R.R. Co.)	66	1898
Ontario Statute	116	1900
Ontario Statute	84	1901
See Toronto and York Radial Railway Company.		
Midland Simcoe Railway Company	140	1912
Act respecting.		
(Formerly Midland Terminal.)		
MIDLAND TERMINAL RAILWAY COMPANY:		
Ontario Statute	105	1903
Act to incorporate.		
Ontario Statute	140	1912
(Name changed to "Midland Simcoe Railway Company.")		
MOUNT MCKAY AND KAKABEKA FALLS RAILWAY COMPANY:		
Ontario Statute	82	1904
Act to incorporate.		
Ontario Statute	131	1908
Ontario Statute	101	1911
Act respecting the Municipality of the Township of Paipoonge.		
Ontario Statute	143	1912
Act respecting.		
NIAGARA FALLS PARK AND RIVER RAILWAY COMPANY:		
See International Railway Company.		
PETERBOROUGH RADIAL RAILWAY COMPANY:		
Ontario Statute	91	1902
Act to incorporate.		
Ontario Statute	116	1906
Ontario Statute	142	1909
Ontario Statute	124	1914
Act respecting.		
PORT ARTHUR MUNICIPAL RAILWAY:		
Ontario Statute	88	1914
See Act respecting City of Port Arthur.		
See Port Arthur and Fort William Railway Company.		

	Cap.	Year.
PORT ARTHUR AND FORT WILLIAM RAILWAY COMPANY:		
Ontario Statute	78-93	1891
Act to incorporate.		
Ontario Statute	82	1892
Ontario Statute (Sec. 20)	70	1892
Ontario Statute	78	1893
An Act respecting Port Arthur.		
Ontario Statute	73	1895
An Act respecting Port Arthur.		
Ontario Statute	73	1899
An Act respecting Port Arthur.		
Ontario Statute	65	1901
An Act respecting Port Arthur.		
Ontario Statute	76	1903
An Act respecting Port Arthur.		
Ontario Statute	80	1908
Re Arbitration of part of line in Fort William.		
Ontario Statute	106	1909
City of Fort William. ..		
Ontario Statute	118	1909
City of Port Arthur.		
Ontario Statute	88	1911
City of Fort William.		
SANDWICH, WINDSOR, AND AMHERSTBURG RAILWAY COMPANY:		
(Formerly Sandwich and Windsor Passenger Ry. Co.)		
Ontario Statute	64	1871-2
Act to incorporate.		
Ontario Statute	64	1874
Act to extend time for completion.		
Ontario Statute	80	1887
Act to amend Act incorporating.		
Ontario Statute	94	1891
Act to amend Acts respecting.		
Ontario Statute	97	1893
Ontario Statute	62	1898
Ontario Statute	94	1902
Transfer by S.E.E. Ry. Co.		
Ontario Statute	112	1903
Act respecting the S.W. & A. Ry. and the City Railway Co., of Windsor.		
The City Railway Company, of Windsor, was incorporated under the provisions of "The Street Railway Act, R.S.C., 208."		
Ontario Statute	88	1904
Transfer from City Company to Sandwich Company authorized.		
Ontario Statute	39	1905
Act respecting Amherstburg.		
Ontario Statute . .	112	1907
Act respecting. W. T. E. and S. W. and A. R.		
Ontario Statute	130	1911
Act to amend.		
SARNIA STREET RAILWAY COMPANY:		
Ontario Statute	61	1874
Act to incorporate.		
Ontario Statute	95	1902
Ontario Statute	114	1903
Ontario Statute	107	1908
ST. THOMAS STREET RAILWAY COMPANY:		
Ontario Statute	53	1878
Act to incorporate.		
Ontario Statute	51	1898
Act respecting St. Thomas Street Ry. Co.		
Ontario Statute	111	1903
Ontario Statute	150	1910

	Cap.	Year.
Temiskaming and Northern Ontario Railway:		
Ontario Statute	9	1902
Act to authorize construction.		
Ontario Statute	4	1903
Ontario Statute	7	1904
Ontario Statute	10	1905
Ontario Statute	14	1906
Ontario Statute	18	1907
Ontario Statute (Section 23)	33	1908
Ontario Statute	18	1909
Ontario Statute	15	1910
Ontario Statute	13	1911
Ontario Statute	13	1912
Dominion Statute	157	1912
Ontario Statute	53	1913
Thurlow Railway Company:		
Ontario Statute	111	1907
Act to incorporate.		
Toronto Civic Car Lines:		
Section 569, Consolidated Municipal Act		1903
As amended by Section 4, Chap. 81		1910
Ontario Statutes	124	1913
Ontario Statutes	98	1914
See Act respecting City of Toronto.		
Toronto Railway Company:		
(Formerly Toronto Street Railway Co.)		
Ontario Statute	99	1892
An Act to incorporate the Toronto Railway Company, and to confirm an agreement between the Corporation of the City of Toronto and certain individuals.		
Ontario Statute	85	1893
Ontario Statute	101	1893
Ontario Statute	93	1894
Ontario Statute	81	1897
Ontario Statute	103	1900
Ontario Statute	93	1904
Ontario Statute	112	1908
Ontario Statute	119	1911
Ontario Statute. (Act City of Toronto.)	125	1913
Ontario Statute	98	1914
See Act respecting City of Toronto, Queen Street Lines.		
Toronto and Mimico Railway Company:		
Incorporated by Letters Patent, 14th November, 1890.		
Ontario Statute	92	1904
An Act respecting the Township of Toronto and the T. & M. Ry. Co.		
See T. and Y. R. R. Co.		
Toronto and Scarboro Electric Railway, Light and Power Company, Limited:		
Incorporated by Letters Patent, 18th August, 1892.		
Ontario Statute	102	1893
Ontario Statute	65	1898
Ontario Statute	66	1898
Ontario Statute	93	1904
Ontario Statute	124	1906
See T. & Y. Ry. Co.		
Toronto Suburban Railway Company:		
Ontario Statute	94	1894
Act to incorporate.		
Ontario Statute (Section 1)	103	1900
Ontario Statute	124	1900
Ontario Statute	91	1901

	Cap.	Year.
Ontario Statute	94	1904
Ontario Statute	148	1909
Ontario Statute	153	1910
Ontario Statute	133	1911
Ontario Statute	150	1912
Act respecting.		
Ontario Statute	84	1915
Act respecting.		

TORONTO AND YORK RADIAL RAILWAY COMPANY:

Ontario Statute	96	1891
Ontario Statute	98	1892
Ontario Statute	65	1898
Ontario Statute	66	1898
Ontario Statute	118	1903
Ontario Statute	124	1906
Ontario Statute	134	1911
Ontario Statute	119	1911
Ontario Statute	138	1913

See Metropolitan, Toronto & Mimico Electric; also Toronto and Scarboro Electric Railway Company.

WINDSOR AND TECUMSEH ELECTRIC RAILWAY COMPANY:

Ontario Statute	96	1904
Ontario Statute	111	1905
Ontario Statute	112	1907

See Ontario Traction Company Agreement.
Operated by the S. W. & A. Ry. Co.

FORM.

Copy of form to be used by companies in reporting accidents.

Accidents: Regulations Under and in Pursuance of Section 274 of "The Ontario Railway Act, 1914," R.S.O., Chapter 185.

Accidents.—Every company upon the happening of an accident shall give to the Ontario Railway & Municipal Board notice thereof in writing by delivering the same at the office of the Board in the City of Toronto or by mailing it, postage prepaid, in a registered letter addressed to the Board.

Such notice shall contain a statement signed by a duly authorized officer of such company, setting forth the information and particulars hereinafter mentioned.

Such statement shall be divided into paragraphs each of which shall include and refer to one (or one group) only of the numbered particulars hereinafter mentioned, and the paragraph referring to each respective numbered particular shall bear the number corresponding to the number hereinafter given for each such particular.

The numbers of paragraphs and the particulars to which each shall refer as aforesaid, are as follows:—

1. Name or names of company or companies concerned in accident.
2. Numbers of train, engine, car or motor.
3. Date and time of accident.
4. Nature of accident.
5. Exact location.
6. Name in full, address and legal addition of each person injured or killed.
7. Age.
8. Married or single.
9. Passenger, employee or other.
10. If employee, length and nature of service with dates and periods of different occupations (if more than one).
11. If employee, character, experience, skill and fitness with respect to occupation at time of accident.
12. How engaged at time of accident, and how long on duty.
13. Cause of accident, how same occurred, with full particulars and details and diagram if required.
14. Persons in charge, with full names, addresses and the particulars referred to in paragraphs 10, 11, and 12.
15. Result to person and particulars of injury.
16. Result to property, including amount of damage.
17. Names and addresses of all persons present at, or eye-witnesses of, the accident.
18. What investigation (if any) and result of same.
19. Verdict (if any).

The Board reserves the right to require such further and other details, particulars, maps, plans, profiles, documents, models and information or illustration of any kind as the nature of the accident and a full understanding thereof may suggest or require.

In pursuance of section 274 of said Act, the Board declares that all such information so given in pursuance of this regulation shall be privileged.

Signature of officer.

N.B.—Give name of officer who fills out this report.

FORM THAT MAY BE USED IN CONNECTION WITH THE EXAMINATION OF MOTORMEN.

Name of City or Town.

..... 191

NAME OF RAILWAY.

This is to certify, that acting under the Ontario Railway Act, 1914, R.S.O., chapter 185, section 263, I have fully examined ..... who is .....years of age and ..... feet ..... inches high, weighs ..... lbs., complexion ....., as to his fitness as a motorman, that the said ..... is of steady habits, and is in physical ability, intelligence and general knowledge of, and experience in, this work and qualified to act as motorman on any electric motor car of said Company.

I have been duly appointed an examiner under the said Act, my appointment being dated ....

Name .....
Examiner.

TABLES A, B AND C.

The following tables A, B, C and Summary have been compiled for the purpose of showing the various subsidies voted from July 1, 1867, by the Province of Ontario to Railways constructed wholly or partly within the Province.

Table A sets forth the subsidies voted by the Province of Ontario to the various Railways therein mentioned. These subsidies, however, have not all been paid in cash. In some cases the Railways have received the whole amount in cash, others have received the whole amount in certificates of the Province of Ontario, bearing interest at the rate of 3½ per cent. per annum, while others have received payment partly in cash and partly in certificates of Ontario with interest at 3½ per cent.

Table B shows what cash the Railways have received, the amounts which the Province has paid in respect of the certificates, and the amount of outstanding certificates. The amounts set forth in the total column in Table B represent the amounts paid to Railway Companies respectively, together with the amount of the unredeemed certificates issued to such Railways. The difference between the gross sum of the subsidies voted and the total amount paid by the Government to Railways and the unpaid liability due by the Government in respect of such subsidies is made up of the interest at the rate of 3½ per cent. for the term of years over which the payment of the Government is distributed.

Table C is a statement showing amounts payable annually for certificates issued by the Treasurer of the Province for "Aid to Railways" and Annuities.

Note.—Statements A, B and C are taken from the Public Accounts for the year ending 31st October, 1914.

TABLE A.

AID TO RAILWAYS FROM CONFEDERATION TO OCTOBER 31ST, 1914.

Name of Railway.	Miles.	Rate.	Subsidy Voted.
Algoma Eastern	50.	$5,000 00	$250,000 00
Algoma Central & Hudson's Bay Railway	50.	2,000 00	100,000 00
Bay of Quinte	28.45	3,000 00	85,350 00
Belleville and North Hastings	22.	3,000 00	66,000 00
Brantford, Norfolk & Port Burwell	33.27	2,000 00	66,540 00
Bruce Mines & Algoma	17.	3,000 00	51,000 00
Canada Central	20.029	2,650 00	53,000 00
do	20.	2,650 00	53,000 00
do	7.531	2,650 00	19,957 15
Canada Southern	62.901	2,000 00	125,802 00
Central Counties	31.	2,000 00	62,000 00
do	7.	1,200 00	8,400 00
Central Ontario	50.500	3,000 00	151,500 00
Cobourg, Peterboro' & Marmora	9.37	2,000 00	18,740 00
Credit Valley	153.061	3,000 00	459,183 00
Canada Atlantic	65.72	4,000 00	262,880 00
Erie & Huron	40.556	2,000 00	81,112 00
Grand Trunk, Georgian Bay & Lake Erie	79.3	2,000 00	158,600 00
Grand Junction	45.86	3,000 00	137,580 00
do	20.	2,000 00	40,000 00
G.T.R. Assignee of Magnetawan River Railway	1.86	cash	10,000 00
Grand Trunk Pacific	188.16	2,000 00	376,320 00
Hamilton & North Western	95.464	2,500 00	238,660 00
do do	48.052	3,000 00	144,156 00
Hamilton & Lake Erie	33.48	2,000 00	66,960 00
Huntsville & Lake of Bays	1.50	cash	10,000 00
Irondale, Bancroft & Ottawa	44.77	3,000 00	134,310 00
James Bay	3.70	4,000 00	14,800 00
Kingston & Pembroke	20.	2,000 00	40,000 00
do	15.	2,650 00	39,750 00
do	11.58	3,250 00	37,635 00
do	13.74	7,000 00	96,180 00
do	28.42	8,000 00	237,360 00
Lake Simcoe Junction	26.50	2,000 00	53,000 00
Lindsay, Bobcaygeon & Pontypool	17.53	3,000 00	52,590 00
London, Huron & Bruce	69.146	2,000 00	138,292 00
Montreal and Ottawa	50.	2,000 00	100,000 00
Midland	20.40	2,000 00	40,800 00
do	19.60	2,250 00	44,100 00
do	14.53	4,000 00	58,120 00
North Simcoe	33.343	2,500 00	83,357 50
Northern Extension	42.72	2,000 00	85,440 00
do	27.68	4,000 00	110,720 00
Ontario & Rainy River	268.20	4,000 00	1,072,800 00
Ontario, Belmont & Northern	9.57	2,000 00	19,140 00
Ottawa, Arnprior & Parry Sound	149.43	3,000 00	448,290 00
Pembroke Southern	18.50	3,000 00	55,500 00
Prince Arthur's Landing	5.995	2,000 00	11,990 00
Prince Edward County	32.	2,500 00	80,000 00
Port Dover & Lake Huron	63.	2,000 00	126,000 00
Port Arthur, Duluth & Western	80.	3,000 00	240,000 00
Parry Sound Colonization	47.75	3,000 00	143,250 00
Stratford & Lake Huron	27.5	2,000 00	55,000 00
Toronto, Grey & Bruce	73.52	3,000 00	220,560 00
do	77.62	2,000 00	155,240 00
Toronto & Nipissing	33.439	2,000 00	66,878 00
do	12.778	3,000 00	38,334 00
Tillsonburg, Lake Erie & Pacific	19.108	2,000 00	38,216 00
Thessalon & Northern	1.929	cash	5,000 00
Victoria	33.442	4,000 00	133,768 00
do	22.310	8,000 00	178,480 00
Wellington, Grey & Bruce	120.638	2,000 00	241,276 00
Whitby, Port Perry & Lindsay	45.745	2,000 00	91,490 00
Ottawa & New York (International Bridge)	.....	certificates.	35,000 00
Dominion Bridge Co.(Interprovincial Bridge)	.....	certificates.	50,000 00
Totals	2,783.197	.....	7,969,406 65

TABLE B.

AID TO RAILWAYS UP TO 31ST OCTOBER, 1914, FROM CONFEDERATION.

Name of Railway.	Miles.	Cash payments.	Certificates paid.	Certificates outstanding.	Total.
		$ c.	$ c.	$ c.	$ c.
Algoma Eastern Railway	50.000	250,000 00	.....	.....	250,000 00
Algoma Central & Hudson's Bay Railway	50.000	100,000 00	.....	.....	100,000 00
Belleville and North Hastings	22.000	.....	114,206 40	.....	114,206 40
Brantford, Norfolk and Port Burwell	33.270	.....	129,353 60	.....	129,353 60
Bruce Mines and Algoma	17.000	1,920 00	27,794 31	63,771 29	93,485 60
Bay of Quinte	28.450	.....	41,797 56	117,431 24	159,228 80
Canada Central	47.560	125,957 15	.....	.....	125,957 15
Canada Southern	62.901	.....	244,559 20	.....	244,559 20
Central Counties	38.000	68,747 26	.....	.....	68,747 26
Central Ontario	50.500	73,500 00	43,165 86	102,352 54	219,018 40
Cobourg, Peterboro' and Marmoro	9.370	18,740 00	.....	.....	18,740 00
Credit Valley	153.061	18,702 00	788,648 85	.....	807,350 85
Canada Atlantic	65.720	.....	454,887 60	.....	454,887 60
Erie and Huron	40.556	1,634 47	122,200 40	.....	123,834 87
Grand Trunk, Georgian Bay and Lake Erie	79.300	1,580 00	229,866 00	.....	231,446 00
Grand Junction	65.860	40,000 00	238,067 60	.....	278,067 60
Grand Trunk Railway as Assignee of Magnetawan Railway	1.860	10,000 00	.....	.....	10,000 00
Grand Trunk Pacific	188.160	.....	99,141 90	602,948 50	702,090 40
Hamilton and North Western	143.516	.....	727,697 20	.....	727,697 20
Hamilton and Lake Erie	33.480	66,960 00	.....	.....	66,960 00
Huntsville and Lake of Bays	1.500	10,000 00	.....	.....	10,000 00
Irondale, Bancroft and Ottawa	44.770	.....	112,933 20	137,636 40	250,569 60
James Bay Railway	3.700	.....	8,283 60	19,328 40	27,612 00
Kingston & Pembroke	88.740	213,522 50	393,423 20	.....	606,945 70
Lindsay, Bobcaygeon and Pontypool	17.530	.....	24,528 60	73,585 80	98,114 40
Lake Simcoe Junction Railway	26.500	53,000 00	.....	.....	53,000 00
London, Huron and Bruce	69.146	.....	68,839 60	.....	268,839 60

TABLE B.—*Continued.*

AID TO RAILWAYS UP TO 31ST OCTOBER, 1914, FROM CONFEDERATION.

Name of Railway.	Miles.	Cash payments.	Certificates paid.	Certificates outstanding.	Total.
		$ c.	$ c.	$ c.	$ c.
Montreal and Ottawa	50.000	.....	77,422 40	109,137 60	186,560 00
Midland Railway	54.530	66,227 50	149,284 40	.....	215,511 90
North Simcoe Railway	33.343	.....	144,241 60	.....	144,241 60
Northern Extension Railway	70.400	196,188 00	.....	.....	196,188 00
Ontario and Rainy River (Canadian Northern)	268.200	.....	663,220 90	1,338,195 10	2,001,416 00
Ontario, Belmont and Northern	9.570	.....	16,076 52	19,649 08	35,725 60
Ottawa, Arnprior and Parry Sound	149.430	.....	388,343 08	429,348 92	817,692 00
Pembroke Southern	18.500	.....	41,416 32	62,124 48	103,540 80
Prince Arthur's Landing	5.995	.....	20,747 20	.....	20,747 20
Prince Edward County	32.000	.....	155,520 00	.....	155,520 00
Port Dover and Lake Huron	63.000	126,000 00	.....	.....	126,000 00
Port Arthur, Duluth and Western (Can. Northern)	80.000	15,571 54	260,950 80	186,793 20	463,315 54
Parry Sound Colonization	47.750	.....	138,993 93	128,254 17	267,247 20
Stratford and Lake Huron	27.500	55,000 00	.....	.....	55,000 00
Toronto, Grey and Bruce	151.140	285,182 00	176,182 40	.....	461,364 40
Toronto and Nipissing	46.217	105,212 00	.....	.....	105,212 00
Tillsonburg, Lake Erie and Pacific	19.108	.....	32,061 25	39,233 95	71,295 20
Thessalon and Northern	1.929	5,000 00	.....	.....	5,000 00
Victoria	55.752	33,442 00	503,875 20	.....	537,317 20
Wellington, Grey and Bruce	120.638	241,276 00	.....	.....	241,276 00
Whitby, Port Perry and Lindsay	45.745	40,000 00	89,790 40	.....	129,790 40
Ottawa and New York (International Bridge)	.....	.....	22,854 16	42,443 44	65,297 60
Dominion Bridge Co. (Interprovincial Bridge)	.....	.....	31,483 35	61,800 65	93,284 00
Totals	2,783.197	2,223,362 42	6,981,857 69	3,534,034 76	12,739,254 87

NOTE.—Present value of Railway Certificates outstanding, October 31st, 1914, $2,330,435.07.

TABLE C.

Statement showing amounts payable annually for certificates issued by the Treasurer of the Province for "Aid to Railways" and Annuities.

Year.	Railway Aid Certificates.	Annuities.	Year.	Railway Aid Certificates.	Annuities.
	$ c.	$ c.		$ c.	$ c.
			Forward.....	2,487,934 92	1,511,050 00
1914.....	.....	51,450 00	1933.....	125,120 54	28,700 00
1915.....	139,112 54	102,900 00	1934.....	123,021 74	28,700 00
1916.....	139,112 54	102,900 00	1935.....	111,128 54	24,700 00
1917.....	139,112 54	102,900 00	1936.....	105,090 01	16,700 00
1918.....	139,112 54	102,900 00	1937.....	94,459 80	9,200 00
1919.....	139,112 54	102,900 00	1938.....	90,961 80	2,850 00
1920.....	139,112 54	102,900 00	1939.....	86,122 35	.....
1921.....	139,112 54	102,900 00	1940.....	82,239 02	.....
1922.....	139,112 54	102,900 00	1941.....	67,943 75	.....
1923.....	139,112 54	102,900 00	1942.....	31,818 40	.....
1924.....	139,112 54	96,200 00	1943.....	24,920 51	.....
1925.....	139,112 54	82,500 00	1944.....	22,695 08	.....
1926.....	139,112 54	69,350 00	1945.....	18,251 86	.....
1927.....	139,112 54	56,950 00	1946.....	18,251 86	.....
1928.....	139,112 54	50,700 00	1947.....	18,251 86	.....
1929.....	139,112 54	50,700 00	1948.....	18,251 86	.....
1930.....	138,412 94	50,700 00	1949.....	6,871 26	.....
1931.....	134,914 94	43,700 00	1950.....	699 60	.....
1932.....	127,918 94	32,700 00	TOTALS..	3,534,034 76	1,621,900 00
Forward.....	2,487,934 92	1,511,050 00			

NOTE.—Present value of Railway certificates, October 31st, 1914 (interest 1¾ per cent. half yearly).....$2,330,435 07

Present value of Annuities, October 31st, 1914 (interest 1¾ per cent, half yearly).....$1,229,121 52

SUMMARY.

AID TO RAILWAYS UP TO OCTOBER 31ST, 1914, FROM CONFEDERATION.

Railway Aid granted to 2,783 miles.

Cash payments made	$2,223,362 42	
Aid granted by payment of Certificates	10,515,892 45	
Total aid granted		$12,739,254 87
Railway Aid granted before 1905.		
Cash payments and Certificates		$12,282,770 87
Railway Aid granted before 1905, but time extended since 1905.		
1907, 1908, 1909—		
Central Ontario Railway, 24½ miles at $3,000 per mile, cash payment	$73,500 00	
1911—		
Central Ontario Railway, 5 miles at $3,000 per mile; Certificates issued $349.80 by 80	27,984 00	
	$101,484 00	101,484 00
Aid granted since 1905.		
1909—		
Thessalon & Northern, cash payment	$5,000 00	
1913—		
Algoma Eastern, 50 miles at $5,000 per mile, cash payment	250,000 00	
Algoma Central & Hudson Bay Railway, 50 miles at $2,000 per mile, cash payment	100,000 00	
		355,000 00
		$12,739,254 87
Annuities issued before 1905		$4,116,000 00

P.S.—Land grants are not included in the above statements, e.g., one company alone, The Grand Trunk Pacific Railway Company, Lake Superior Branch, received 635,039 acres.

INDEX TO RAILWAY LEGISLATION.

List No. 2.

In the following index an attempt has been made to set out in chronological order all the legislation passed by both the Dominion and Provincial Governments since, 1867, and up to 1915, inclusive, affecting railways situate wholly or partially within the Province of Ontario.

No effort, however, has been made to include in this index the various subsidy acts of the earlier years passed by the Dominion Parliament, although a few were noted, but since 1907 an effort has been made to include them.

A

	Cap.	Year.
ABITTIBI AND HUDSON'S BAY RAILWAY COMPANY:		
Dominion Statute	55	1907
Act to incorporate.		
Dominion Statute	38	1909
Act respecting.		
ALGOMA CENTRAL RAILWAY COMPANY:		
Dominion Statute	50	1899
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
(Afterwards Algoma Central and Hudson's Bay Ry. Co.), Ontario Statute Act to incorporate.	92	1899
Ontario Statute	30	1900
Act respecting Aid by Land Grant.		
Dominion Statute	49	1900
Ontario Statute	12	1900
Sec. 25, ss. 2, sec. 32, 33 and 34.		
Dominion Statute	46	1901
Act to change name to "The Algoma Central and Hudson Bay Railway Company."		
Dominion Statute	38	1902
Ontario Statute	7	1903
Sec. 54 and ss. 1.		
Ontario Statute	19	1904
Act respecting Aid to.		
Ontario Statute	13	1905
Sec. 27.		
Dominion Statute	53	1905
Ontario Statute	3	1906
Act to amend Act respecting Aid.		
Ontario Statute	19	1906
Sec. 37.		
Dominion Statute	54	1906
Ontario Statute	23	1907
Sec. 43. Extension of time.		
Dominion Statute	57	1907
Dominion Statute	63	1908
Ss. 61 of sec. 1.		
Dominion Statute	40	1909
Act respecting.		
Ontario Statute	70	1909
Act respecting.		
Dominion Statute	51	1910
Section 30.		
Dominion Statute	65	1910
Act respecting.		
Ontario Statute	17	1911
Section 16 and 17 and 18.		
Dominion Statute	34	1911

	Cap.	Year.
Act respecting.		
Dominion Statute	48	1912
Sections 10 and 33.		
Ontario Statute	18	1913
Act respecting aid.		
Section 53.		

ALGOMA COPPER RANGE RAILWAY COMPANY:

Dominion Statute	54	1905
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		

ALGOMA EASTERN RAILWAY COMPANY:
(Formerly Manitoulin and North Shore Railway Company.)

Dominion Statute	48	1912
Section 11.		
Dominion Statute	63	1912
Act respecting.		
Ontario Statute	18	1913
Act respecting extension of time, etc.		
Section 55.		
Dominion Statute	62	1913
Act respecting.		

AMHERSTBURG, LAKE SHORE AND BLENHEIM RAILWAY COMPANY:

Ontario Statute	78	1889
Act to incorporate, page 262.		
Ontario Statute	113	1890
Act to amend the Act incorporating, and to change the name to the "Lake Erie and Detroit River Railway Company," page 305.		
See Lake Erie and Detroit River Railway Company.		

ARNPRIOR AND PONTIAC RAILWAY COMPANY:

Dominion Statute	47	1901
Act to incorporate.		
Dominion Statute	44	1909
Act to incorporate.		

ARTHUR, GUELPH AND ONTARIO RAILWAY COMPANY:

Ontario Statute	115	1890
Act to incorporate.		

ARTHUR JUNCTION RAILWAY COMPANY:

Ontario Statute	42	1878
Act to incorporate, page 156.		

ATIKOKAN IRON RANGE RAILWAY COMPANY:

Dominion Statute	61	1891
Act to incorporate, page 15.		
Dominion Statute	35	1897
Act respecting.		

ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY:

Dominion Statute	39	1893
Act to incorporate.		
Dominion Statute	63	1894
Act respecting.		
Dominion Statute	48	1901
Act respecting.		

ATLANTIC AND NORTH WEST RAILWAY COMPANY:

Dominion Statute	65	1879
Act to incorporate.		
Under Dominion Jurisdiction.		

	Cap.	Year.
AYLMER AND PORT BURWELL RAILWAY COMPANY:		
Ontario Statute	114	1890
Act to incorporate.		

B

BAYFIELD AND SOUTH HURON RAILWAY COMPANY:		
Ontario Statute	49	1880
Act to incorporate.		
BAY OF QUINTE RAILWAY AND NAVIGATION COMPANY:		
Dominion Statute	46	1881
Act to incorporate.		
Sec. 1. *Declared to be a work for the general advantage of Canada.*		
Dominion Statute	15	1896
Act to provide for the Amalgamation of the Bay of Quinte Ry. and Navigation Co. and the Kingston and Napanee and Western Ry. Co., under the name of "The Bay of Quinte Railway Company."		
See Bay of Quinte Railway Company.		
Ontario Statute	22	1898
Ss. 4 of sec. 1.		
Dominion Statute	50	1900
See Amalgamation of Bay of Quinte Ry. and Navigation Co. and the Kingston, Napanee and Western Ry. Co. (1896, cap. 15).		
Ontario Statute	25	1902
Ss. 2 of sec. 1.		
Dominion Statute	40	1902
Dominion Statute	61	1905
See Napanee, Tamworth and Quebec Ry. Dominion Statute, 1906, cap. 15.		
Dominion Statute	67	1910
Act respecting.		
Dominion Statute	39	1911
Act respecting.		
BELLEVILLE AND LAKE NIPISSING RAILWAY COMPANY:		
Dominion Statute	68	1888
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	65	1890
Act to amend the Act to incorporate.		
Dominion Statute	31	1892
Act respecting.		
BELLEVILLE AND NORTH HASTINGS RAILWAY COMPANY:		
Ontario Statute	38	1874
Act to incorporate.		
Ontario Statute	45	1874
Ontario Statute (39 Vic.)	22	1875-6
Ss. 2 of sec. 1.		
Ontario Statute	43	1878
Ontario Statute	53	1879
Ontario Statute	50	1880
Act respecting.		
Ontario Statute	64	1881
Amalgamated with and merged into the Grand Junction Railway Co. Now Grand Trunk.		
BELLEVILLE AND OTTAWA RIVER RAILWAY COMPANY:		
Ontario Statute	68	1875-76
Act to incorporate.		
BELLEVILLE AND POINT ANN RAILWAY COMPANY:		
Ontario Statute	90	1903
Act to incorporate.		

	Cap.	Year.
BELLEVILLE RADIAL RAILWAY COMPANY:		
Ontario Statute	129	1909
Act to incorporate.		
Ontario Statute	122	1911
Act respecting.		
BELLEVILLE STREET RAILWAY COMPANY:		
Ontario Statute	86	1875-76
Act to incorporate.		
BERLIN AND BRIDGEPORT ELECTRIC STREET RAILWAY COMPANY, LIMITED:		
Incorporated by Letters Patent, 7th January	..	1901
(Name changed to Berlin and Northern.)		
BERLIN AND NORTHERN:		
Ontario Statute	131	1912
Act respecting.		
BERLIN AND CANADIAN PACIFIC JUNCTION RAILWAY COMPANY:		
Dominion Statute	89	1887
Act to incorporate, page 149.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	42	1888
Dominion Statute	75	1889
Act respecting.		
Dominion Statute	85	1891
BERLIN AND WATERLOO STREET:		
Incorporated by Letters Patent, 6th August	..	1886
Incorporated by Letters Patent, 15th March	..	1893
Ontario Statute	63	1872
BERLIN, WATERLOO, WELLESLEY AND LAKE HURON RAILWAY COMPANY:		
Dominion Statute	84	1903
Act to incorporate page 31 (Vol. 11).		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	47	1904
Act respecting.		
Dominion Statute	72	1914
Act respecting.		
(To change its name to "The Grand River Railway Company.")		
BESSEMER AND BARRY'S BAY RAILWAY COMPANY:		
Dominion Statute	48	1904
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
BOWMANVILLE, LINDSAY AND BOBCAYGEON RAILWAY COMPANY:		
Ontario Statute	62	1871-72
Ontario Statute	39	1874
Act to amend Act incorporating.		
BOYNTON BICYCLE ELECTRIC RAILWAY COMPANY:		
Dominion Statute	64	1894
Act to incorporate, page 19.		
Single rail system, Electric.		
BRACEBRIDGE AND TRADING LAKE RAILWAY COMPANY:		
Ontario Statute	85	1891
Act to incorporate.		
Ontario Statute	109	1900
Act to incorporate.		
Ontario Statute	22	1901
Ss. 1 of sec. 1.		
Ontario Statute	19	1906
Sec. 35.		
Ontario Statute	23	1907
Act to incorporate. Sec. 14, 46, 47.		

	Cap.	Year.
Dominion Statute	63	1908
Ss. 8 of sec. 1.		
Ss. 48 of sec. 1.		
Ontario Statute	26	1910
Act to incorporate.		
Section 2.		
Dominion Statute	51	1910
Section 31.		
Ontario Statute	17	1911
Section 28 (2).		
BRANTFORD AND ERIE RAILWAY COMPANY:		
Ontario Statute	75	1904
Act to incorporate.		
Ontario Statute	106	1906
BRANTFORD AND HAMILTON ELECTRIC RAILWAY COMPANY:		
Dominion Statute	50	1904
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Same Company as under Ontario Statute, 1902, cap. 76.		
Dominion Statute	71	1913
Act respecting.		
Ontario Statute	63	1914
See Act respecting City of Brantford.		
Dominion Statue	32	1915
Act respecting.		
BRANTFORD, NORFOLK AND PORT BURWELL RAILWAY COMPANY:		
Ontario Statute	54	1879
Act to amend Acts relating to.		
See Norfolk Railway Company (1874, cap. 53).		
See Grand Trunk Railway Company.		
Under Dominion Jurisdiction.		
BRANTFORD, PORT DOVER AND GALT RADIAL ELECTRIC RAILWAY COMPANY:		
Ontario Statute	95	1895
Act to incorporate.		
BRANTFORD STREET RAILWAY COMPANY:		
Ontario Statute	73	1879
Act to incorporate.		
Ontario Statute	84	1911
Ontario Statute	63	1914
Acts respecting City of Brantford.		
See Grand Valley Railway Company, also Woodstock, Thames Valley and Ingersoll Electric Railway Company, also the Port Dover, Brantford, Berlin and Goderich Railway Company.		
BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY. COMPANY:		
Dominion Statute	26	1885
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	64	1887
Act respecting.		
Ontario Statute	62	1888
Act respecting.		
Ontario Statute	45	1888
Act respecting.		
Dominion Statute	50	1890
Act respecting.		
Ontario Statute	60	1893
Act respecting.		
Now Toronto, Hamilton and Buffalo Ry.		
BRANTFORD AND WOODSTOCK RAILWAY COMPANY:		
Dominion Statute	63	1905
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		

	Cap.	Year.
BRIGHTON, WARKWORTH AND NORWOOD RAILWAY COMPANY:		
Ontario Statute	48	1883
Act to incorporate.		
Dominion Statute	64	1891
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
BROCKVILLE, MERRICKVILLE AND OTTAWA RAILWAY COMPANY:		
Ontario Statute	76	1885
Act to incorporate.		
BROCKVILLE AND OTTAWA RAILWAY COMPANY:		
Ontario Statute	44	1868
Act for the conversion of the ordinary bonds and old stock of the B. and O. Ry. Co. into reduced new stock, and for other purposes.		
Ontario Statute	40	1874
Act respecting.		
Dominion Statute	69	1874
Act respecting.		
Dominion Statute	36	1878
Act to amend the Act incorporating the B. and O. Ry. Co. and the Canada Central Ry. Co., and to provide for the amalgamation of the said Companies.		
Declared to be a work for the general advantage of Canada.		
BROCKVILLE AND WESTPORT RAILWAY COMPANY:		
Ontario Statute	45	1870-71
Act to incorporate.		
Ontario Statute	96	1873
Act to amend Act incorporating.		
See the Brockville, Westport & North-Western Ry. Co.		
Declared to be a work for the general advantage of Canada. under cap. 88, 1903, Dominion Statute.		
BROCKVILLE, WESTPORT AND SAULT STE. MARIE RY. CO.:		
Ontario Statute	63	1884
Act to incorporate.		
Ontario Statute	74	1887
Act to amend Act incorporating.		
Ontario Statute	66	1888
Act to amend Act incorporating.		
Ontario Statute	35	1889
Ss. 5 of sec. 1.		
Ontario Statute	93	1892
Act to further amend incorporating.		
See the Brockville, Westport and North-Western Railway Company.		
Declared to be a work for the general advantage of Canada, under Cap. 88, 1903, Dominion Statute.		
BROCKVILLE, WESTPORT AND NORTH-WESTERN RAILWAY COMPANY:		
Dominion Statute	88	1903
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	64	1905
Act respecting.		
Dominion Statute	67	1907
Act respecting.		
Dominion Statute	55	1909
Act respecting.		
Dominion Statute	47	1911
Act respecting.		
BRUCE MINES AND ALGOMA RAILWAY COMPANY:		
Ontario Statute	93	1899
Act to incorporate.		
Ontario Statute	22	1901

	Cap.	Year.
Ontario Statute	25	1902
Ontario Statute	91	1903
Ontario Statute	89	1905
Ontario Statute	19	1906
Ontario Statute	69	1909
Ontario Statute	139	1910
Ontario Statute	17	1912
Dominion Statute	48	1912
Ontario Statute	132	1912
Ontario Statute	128	1913

See Lake Huron and Northern Ontario.

BRUCE PENINSULA RAILWAY COMPANY:

Dominion Statute 62 1914

Act to incorporate.

Declared to be a work for the general advantage of Canada.

BUFFALO RAILWAY COMPANY:

Now the International Railway Company.

Dominion Statute 54 1900

Act respecting. (Foreign.)

Dominion Statute 43 1902

Name changed to the International Ry. Co.

See Ontario Statute, 1892, cap. 96, also 1901, cap. 86, Niagara Falls Park and River Ry.

BUFFALO AND FORT ERIE FERRY AND RAILWAY COMPANY:

Ontario Statute 138 1910

Act to consolidate and amend Acts incorporating.

See Fort Erie Ferry Ry. Co.

Ontario Statute 129 1913

Act respecting.

BUFFALO AND LAKE HURON RAILWAY COMPANY:

Dominion Statute 84 1873

Act to enable the B. and L. H. Ry. Co. to make arrangements respecting their Bond Debt, p. 319.

Leased by Grand Trunk.

Under Dominion Jurisdiction.

BUFFALO, NIAGARA AND TORONTO RAILWAY COMPANY:

Dominion Statute 67 1906

Act to incorporate, page 33.

Dominion Statute 49 1911

Act respecting.

BURK'S FALLS AND FRENCH RIVER RAILWAY COMPANY:

Dominion Statute 69 1906

Act to incorporate.

Dominion Statute 63 1908

Ss. 64 of sec. 1.

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CAMP BAY AND CROW LAKE RAILWAY COMPANY:

Ontario Statute 110 1900

Act to incorporate, page 513.

CAMPBELLFORD, LAKE ONTARIO AND WESTERN RAILWAY COMPANY:

Dominion Statute 54 1904

Act to incorporate, page 35.

Declared to be a work for the general advantage of Canada.

Dominion Statute 72 1906

Act respecting, page 47.

Dominion Statute 90 1908

Act respecting.

	Cap.	Year.
Dominion Statute	78	1910
Act respecting.		
Dominion Statute	51	1911
Act respecting.		
Dominion Statute	83	1913
Act respecting.		
CANADA AIR-LINE RAILWAY COMPANY:		
Ontario Statute	33	1869
Act to incorporate.		
CANADA ATLANTIC RAILWAY COMPANY:		
Dominion Statute	57	1879
Act to incorporate.		
Dominion Statute	72	1886
Act to amend Act incorporating.		
Dominion Statute	67	1887
Act to further amend Act incorporating.		
Ontario Statute	91	1891
Ontario Statute	92	1891
Dominion Statute	33	1892
Act respecting.		
Dominion Statute	37	1897
Act respecting.		
Dominion Statute	58	1898
Act respecting.		
Dominion Statute	90	1903
Act respecting, p. 51.		
Dominion Statute	50	1905
Act respecting.		
Dominion Statute	73	1906
Act respecting .		
CANADA CENTRAL RAILWAY COMPANY:		
Dominion Statute	52	1870
Dominion Statute	68	1872
Act to amend Act incorporating.		
Ontario Statute	98	1873
Act to confirm and legalize certain By-laws passed by the Corporation of the Village of Renfrew, the Township of Horton, and the Township of Admaston, to subscribe for capital stock in the C. C. Ry. Co.		
Dominion Statute	61	1875
Ontario Statute	69	1875-76
Act to provide for the Registration of a certain Indenture executed by the C. C. Ry. Co., and to make other provisions respecting the same.		
Dominion Statute	36	1878
Amalgamation with the Brockville and Ottawa Ry.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	16	1880
Dominion Statute	52	1880
Canada Central Railway (new company) now Canada Pacific Railway.		
Ontario Statute	69	1902
Act to incorporate		
Dominion Statute (new company)	45	1902
Act to incorporate.		
Ontario Statute	92	1903
Act to amend Act incorporating.		
Ontario Statute	5	1903
Act respecting Aid by Land Grant.		
Ontario Statute	90	1905
Dominion Statute	68	1905
Ontario Statute	19	1906
Sec. 46, ss. 2, 3 and 4.		

	Cap.	Year.
Dominion Statute	70	1907
Ontario Statute	33	1908
Sec. 59.		
Ontario Statute	122	1908
Dominion Statute	63	1908
Ss. 5 of sec. 1.		
Ontario Statute	130	1909
Act respecting.		
Ontario Statute	36	1912
Act respecting land grants to railways.		
Dominion Statute	89	1913
Act to incorporate.		
CANADA AND MICHIGAN TUNNEL COMPANY:		
Dominion Statute	93	1888
Act to incorporate.		
Dominion Statute	103	1891
Act respecting.		
Dominion Statute	101	1894
Act respecting.		
Dominion Statute	71	1895
Act to amend, and to change the name to the Canada and Michigan Bridge and Tunnel Company.		
CANADA AND MICHIGAN BRIDGE AND TUNNEL COMPANY:		
Dominion Statute	42	1896
Act respecting.		
Dominion Statute	90	1900
Act respecting.		
Dominion Statute	44	1902
Act respecting.		
CANADA NATIONAL RAILWAY AND TRANSPORT COMPANY:		
Dominion Statute	51	1901
Act to incorporate, p. 21.		
Declared to be a work for the general advantage of Canada.		
CANADA SOUTHERN RAILWAY COMPANY:		
Formerly Erie and Niagara Extension Ry. Co.		
See Canada Western Air-Line Ry. Co., sec. 3, cap. 34, 1869.		
Ontario Statute	48	1781-72
Act to confer further corporate powers on the Canada Southern Ry. Co.		
Ontario Statute	86	1873
Ontario Statute	41	1874
Dominion Statute	68	1874
Declared to be a work for the general advantage of Canada.		
Dominion Statute	66	1875
Act to authorize the Canada Southern Ry. Co. to acquire the Erie and Niagara Ry., and for other purposes.		
Dominion Statute	27	1878
Act respecting.		
Dominion Statute	68	1882
Ontario Statute	64	1884
Dominion Statute	15	1885
Dominion Statute	59	1888
Dominion Statute	60	1888
Dominion Statute	61	1888
Dominion Statute	34	1892
Dominion Statute	66	1894
Dominion Statute	46	1895
Dominion Statute	38	1897
Dominion Statute	56	1899
Dominion Statute	47	1902
Dominion Statute	55	1904
Dominion Statute	71	1905
Operated by Michigan Central Railroad.		

	Cap.	Year.
Ontario Statute	112	1914
See Act respecting City of Windsor.		
CANADA WESTERN RAILWAY COMPANY:		
Ontario Statute	70	1902
Act to incorporate.		
CANADA WESTERN AIR-LINE RAILWAY COMPANY:		
See Canada Southern Ry. and Erie and Niagara Extension Ry., cap. 32, 1869.		
Ontario Statute	34	1869
Act to incorporate.		
CANADIAN NORTHERN RAILWAY COMPANY:		
Dominion Statute	57	1899
Dominion Statute	52	1901
Dominion Statute	53	1901
Dominion Statute	50	1902
Dominion Statute	7	1903
Volume 1.		
Dominion Statute	97	1903
Dominion Statute	60	1904
Dominion Statute	72	1905
Dominion Statute	71	1907
Dominion Statute	11	1908
Dominion Statute	63	1908
Ss. 66 of sec. 1.		
Ontario Statute	47	1908
See James Bay Railway and Canadian Northern Ontario Railway Company.		
Dominion Statute	92	1908
Act respecting.		
Dominion Statute	6	1911
Act respecting aid, Vol. (1).		
Dominion Statute	10	1913
Act respecting.		
Dominion Statute	20	1914
Act respecting the Canadian Northern Railway System.		
Dominion Statute	77	1914
Dominion Statute	78	1914
Act respecting.		
Dominion Statute	4	1915
Act respecting note issues.		
CANADIAN NORTHERN ONTARIO RAILWAY COMPANY:		
Formerly James Bay Railway Company.		
Dominion Statute	72	1907
Dominion Statute	93	1908
Act respecting.		
Dominion Statute	63	1909
Act respecting.		
Ontario Statute	71	1909
Act respecting.		
Dominion Statute	79	1910
Act respecting.		
Dominion Statute	6	1911
Act respecting aid, Vol. (1).		
Dominion Statute	57	1911
Act respecting.		
Dominion Statute	75	1912
Act respecting.		
Ontario Statute	39	1913
Ontario Statute	112	1913
Act respecting Town of Pembroke.		
Dominion Statute	10	1913
Act respecting.		
Dominion Statute	92	1913
Act respecting.		

	Cap.	Year.
Ontario Statute	101	1914
See Act respecting Town of Trenton.		
Dominion Statute	79	1914
Act respecting.		
Dominion Statute	80	1914
Act respecting, and to ratify and confirm its purchase of a portion of the property of the Carillon and Grenville Railway Company.		
Dominion Statute	37	1915
Act respecting.		
CANADIAN NORTHERN QUEBEC RAILWAY COMPANY:		
Dominion Statute	73	1907
Act respecting, page 73.		
Dominion Statute	63	1908
Ss. 11 of sec. 1.		
Ss. 68 of sec. 1.		
Dominion Statute	94	1908
Act respecting.		
Dominion Statute	64	1909
Act respecting.		
Dominion Statute	51	1910
Section 33.		
Dominion Statute	6	1911
Act respecting aid, Vol. (1).		
CANADIAN PACIFIC RAILWAY COMPANY:		
Dominion Statute	71	1872
Dominion Statute	73	1872
Act to incorporate.		
Dominion Statute	14	1874
Dominion Statute	55	1883
Dominion Statute	56	1887
Ontario Statute	60	1888
Ontario Statute	65	1889
Ontario Statute	91	1890
Ontario Statute	110	1890
Ontario Statute	70	1891
Ontario Statute	75	1891
Ontario Statute	82	1891
Ontario Statute	92	1891
Dominion Statute	73	1891
Ontario Statute	74	1892
Ontario Statute	90	1892
Ontario Statute	91	1892
Dominion Statute	41	1893
Dominion Statute	48	1893
Ontario Statute	34	1893
Sec. 5.		
Ontario Statute	11	1896
Act to authorize the transfer of certain provincial Lands occupied by the C.P.R.		
Dominion Statute	6	1896
C. P. Ry. Co. agreement with G. T. R. Co. confirmed.		
Dominion Statute	39	1897
Act to confirm an agreement made between the C. P. Ry. Co. and the Hull Electric Company.		
Dominion Statute	74	1907
Ontario Statute	132	1910
See Act respecting Township of Tay.		
Dominion Statute	66	1909
Act respecting.		
Dominion Statute	11	1913
Act respecting.		
Re Toronto Harbor Commissioners.		
Dominion Statute	96	1913
Act respecting.		
Ontario Statute	13	1913
Act respecting Government House.		

	Cap.	Year.
Ontario Statute	88	1914
See Act respecting City of Port Arthur.		
Dominion Statute	54	1914
Act respecting.		
Re Toronto Harbor Commissioners.		
CARP, ALMONTE AND LANARK RAILWAY COMPANY:		
Ontario Statute	94	1892
Act to incorporate.		
CASCADILLA RAILWAY COMPANY:		
Ontario Statute	65	1884
Act to incorporate.		
CENTRAL RAILWAY COMPANY OF CANADA:		
(Formerly Ottawa River Railway Company.)		
Dominion Statute	79	1905
Act respecting.		
Dominion Statute	79	1906
Act respecting.		
Dominion Statute	72	1909
Act respecting.		
Dominion Statute	83	1914
Act respecting.		
CENTRAL COUNTIES RAILWAY COMPANY:		
Dominion Statute	89	1891
Act respecting.		
(Formerly Prescott County Railway, which "*was declared to be a work for the general advantage of Canada.*")		
Dominion Statute	42	1893
Act respecting.		
Ontario Statute	34	1893
Ss. 4 of sec. 1 and 2.		
Ontario Statute	48	1896
Sec. 6 and ss. 1 and 2 of sec. 6.		
Ontario Statute	40	1899
Ss. 2 of sec. 1.		
Dominion Statute	60	1899
Act respecting.		
Ontario Statute	23	1899
Ss. 6 of sec. 1 and 10.		
Ontario Statute	29	1900
Ss. 2 of sec. 1 and 10.		
Dominion Statute	53	1902
Act respecting.		
Dominion Statute	78	1905
Act respecting.		
Dominion Statute	76	1907
Act respecting.		
Leased to Canada Atlantic Railway.		
CENTRAL ONTARIO RAILWAY COMPANY:		
Dominion Statute	60	1884
Act respecting, page 50.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	71	1886
Act respecting, page 34.		
Dominion Statute	52	1890
Act respecting, page 31.		
Ontario Statute	23	1899
Ss. 5 of sec. 1.		
Ontario Statute	29	1900
Ss. 3 of sec. 1 and 3.		
Ontario Statute	13	1905
Sec. 21.		

	Cap.	Year.
Ontario Statute	113	1908
Ontario Statute	19	1906
Sec. 42.		
Dominion Statute	78	1906
Act respecting.		
See Prince Edward County Railway.		
Ontario Statute	69	1909
Sec. 1 (*b*), Sec. 4 (*c*).		
Dominion Statute	84	1910
Act respecting.		
Ontario Statute	17	1911
Section 65 (*c*).		
Ontario Statute	39	1913
Act respecting aid.		
Ontario Statute	101	1914
See Act respecting Town of Trenton.		
Dominion Statute	82	1914
Act respecting.		
CHATHAM AND CHARING CROSS RAILWAY COMPANY:		
Ontario Statute	60	1881
Act to incorporate.		
CHATHAM CITY AND SUBURBAN RAILWAY COMPANY:		
Ontario Statute	101	1896
Act to incorporate.		
Ontario Statute	59	1898
CHATHAM STREET RAILWAY COMPANY:		
Ontario Statute	..	1885
Incorporated by Letters Patent, 4th March, 1885.		
CHATHAM, WALLACEBURG AND LAKE ERIE RAILWAY COMPANY:		
Dominion Statute	105	1903
Act to incorporate, page 107 (Vol. 2).		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	100	1909
City of Chatham.		
Dominion Statute	65	1911
Act respecting.		
CHATSWORTH, GEORGIAN BAY AND LAKE HURON RAILWAY COMPANY:		
Dominion Statute	62	1891
Act to incorporate, page 19.		
CHIPPEWA AND NIAGARA FALLS ELECTRIC RAILWAY COMPANY:		
Ontario Statute	77	1901
Act to incorporate.		
CITY AND SUBURBAN ELECTRIC RAILWAY COMPANY:		
Ontario Statute	97	1891
(Formerly the Weston, High Park and Toronto Street Railway Co.)		
CLEVELAND, PORT STANLEY AND LONDON TRANSPORTATION RAILWAY CO.:		
Dominion Statute	44	1893
Act to incorporate, also to confirm an Agreement respecting the London and Port Stanley Railway.		
COBALT RANGE RAILWAY COMPANY:		
Dominion Statute	82	1906
Act to incorporate.		
COBOURG, NORTHUMBERLAND AND PACIFIC RAILWAY COMPANY:		
Dominion Statute	62	1889
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	59	1889

	Cap.	Year.
Dominion Statute	99	1891
Act to revive and amend the Act to incorporate.		
Dominion Statute	38	1892
Ontario Statute	88	1893
Act to confirm certain Municipal By-laws granting aid to the C. N. & P. Railway Company.		
Dominion Statute	68	1894
Dominion Statute	61	1899

COBOURG, PETERBOROUGH AND MARMORA RAILWAY COMPANY:

Ontario Statute	43	1868
Act to extend the C. P. & N. Railway.		
Ontario Statute	38	1869
Act to legalize the amalgamation of the Cobourg and Peterborough Ry. Co. and the Marmora Iron Co., and for other purposes.		
Ontario Statute	59	1871-72
Act to authorize the C. P. & M. Railway and Mining Company to extend their line of railway, and for other purposes.		
Ontario Statute	95	1873
Ontario Statute	47	1874
Act to authorize the C. P. and M. Railway and Mining Company to issue preferential debentures and to amend the Acts relating to the said Company and for other purposes.		
Ontario Statute	22	1875-76
(39 Vic.), ss. 3 of sec. 1.		
Ontario Statute	81	1877
Ontario Statute	64	1881
Dominion Statute	87	1887
Act to incorporate the Cobourg, Blairton and Marmora Railway and Mining Company.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	74	1888
Ontario Statute	59	1889
Act to enable the Town of Cobourg to aid certain railways.		

COBOURG, PORT HOPE AND HAVELOCK ELECTRIC RAILWAY COMPANY:

Ontario Statute	131	1909
Act to incorporate.		

COBOURG RADIAL RAILWAY COMPANY:

Ontario Statute	132	1909
Act to incorporate.		

COBALT RANGE RAILWAY COMPANY:

Dominion Statute	73	1909
Act respecting.		

COBDEN AND OPEONGO RAILWAY COMPANY:

Ontario Statute	51	1880
Act to incorporate.		

COLLINGWOOD AND BAY OF QUINTE RAILWAY COMPANY:

Dominion Statute	70	1888
Act to incorporate.		
Dominion Statute	84	1891
Act to amend the Act to incorporate.		

COLLINGWOOD SOUTHERN RAILWAY COMPANY:

Dominion Statute	77	1907
Act to incorporate, page 119.		
Dominion Statute	74	1909
Act respecting.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	66	1911
Act respecting.		
Dominion Statute	102	1913
Act respecting.		

	Cap.	Year.
CORNWALL AND HAWKESBURY RAILWAY COMPANY OF CANADA:		
Dominion Statute	64	1914
Act to incorporate.		
CORNWALL JUNCTION RAILWAY COMPANY:		
Ontario Statute	49	1883
Act to incorporate.		
CORNWALL STREET RAILWAY COMPANY:		
The Cornwall Street Railway Light and Power Co., Limited, incorporated by Letters Patent, dated April 18th, 1902	..	1902
Ontario Statute	50	1915
See Act respecting Town of Cornwall.		
COTEAU AND PROVINCE LINE RAILWAY AND BRIDGE COMPANY:		
Dominion Statute	83	1872
Act to incorporate.		
Dominion Statute	61	1877
Act to amend.		
Dominion Statute	57	1879
Act to amend the Acts incorporating the Coteau and Province Line Railway and Bridge Company and the Montreal and City of Ottawa Junction Railway Company and amending Acts, and to amalgamate the said Companies, page 14.		
Now the Canada Atlantic Railway.		
CREDIT VALLEY RAILWAY COMPANY:		
Leased and operated by Canada Pacific Railway.		
Ontario Statute	38	1870-71
Act to incorporate.		
Ontario Statute	47	1871-72
Act to amend Act incorporating.		
Ontario Statute	80	1873
Ontario Statute	42	1874
Ontario Statute	22	1875
(39 Vic.), ss. 3 of sec. 1.		
Ontaro Statute	14	1877
Ss. 5 of sec. 1.		
Ontario Statute	77	1877
Ontario Statute	44	1878
Ontario Statute	52	1880
Dominion Statute	54	1880
Ontario Statute	61	1881
Ontario Statute	38	1883
Ontario Statute	50	1883
Dominion Statute	57	1883
Declared to be a work for the general advantage of Canada.		
Ontario Statute	61	1886

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DAWN TRAMWAY COMPANY:		
Ontario Statute	56	1884
Act to incorporate.		
DETROIT RIVER TUNNEL COMPANY:		
Ontario Statute	18	1913
Act respecting taxes.		
Section 60.		
Ontario Statute	112	1914
See Act respecting City of Windsor.		
DRESDEN AND OIL SPRINGS RAILWAY COMPANY:		
Name changed to Sarnia, Chatham and Erie Railway Company.		
Ontario Statute	69	1873
Act to incorporate.		

	Cap.	Year.
Ontario Statute	70	1875-76
Act to amend Act incorporating and to change the name to the Sarnia, Chatham and Erie Railway Company.		
See Erie and Huron Railway Company, sec. 3, cap. 70, 1873.		
DULUTH, NIPIGON AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	70	1894
Act to incorporate, page 57.		
Declared to be a work for the general advantage of Canada.		
DUNNVILLE, ATTERCLIFFE AND SMITHVILLE RAILWAY COMPANY:		
Ontario Statute	116	1890
Act to incorporate.		
DUNNVILLE AND SMITHVILLE JUNCTION RAILWAY COMPANY:		
Ontario Statute	117	1890
Act to incorporate.		
Ontario Statute	123	1908
DUNNVILLE, WELLANDPORT AND BEAMSVILLE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	107	1906
Act to incorporate.		
Ontario Statute	123	1908
Ontario Statute	133	1909
Act respecting.		
Ontario Statute	140	1910
Act respecting.		
Ontario Statute	123	1911
Act respecting.		
Ontario Statute	133	1912
Act respecting.		
Ontario Statute	114	1914
Act respecting.		
DURHAM SWITCH LINE RAILWAY COMPANY:		
Ontario Statute	71	1902
Act to incorporate.		

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EASTERN ONTARIO RAILWAY COMPANY:		
Ontario Statute	51	1883
Act to incorporate.		
Ontario Statute	75	1887
Act to amend the Act to incorporate.		
EASTERN ONTARIO ELECTRIC RAILWAY COMPANY:		
Ontario Statute	134	1909
Act to incorporate.		
Ontario Statute	130	1913
Act respecting.		
EMBRO RADIAL RAILWAY COMPANY:		
Ontario Statute	93	1903
Act to incorporate.		
ERIE AND HURON RAILWAY COMPANY:		
Operated by Pere Marquette Railway.		
Ontario Statute	70	1873
Act to incorporate.		
Ontario Statute	46	1874
Act to amend Act incorporating.		
Ontario Statute	45	1878
Ontario Statute	61	1879
Act to legalize certain By-laws and Debentures of the County of Kent in aid of the E. & H. Ry. Co.		

	Cap.	Year.
Ontario Statute	23	1881
Ss. 1 of sec. 2.		
Ontario Statute	62	1881
Act to extend time for completion.		
Ontario Statute	49	1882
Ontario Statute	52	1883
Dominion Statute	68	1884
Declared to be a work for the general advantage of Canada.		
Dominion Statute	59	1890
Dominion Statute	73	1894
Dominion Statute	67	1899
Act to authorize the amalgamation of the E. & H. Ry. Co. and the Lake Erie and Detroit River Ry. Co.		
See Lake Erie and Detroit River Railway Company.		
ERIE, LONDON AND TILLSONBURG RAILWAY COMPANY:		
Dominion Statute	90	1906
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	63	1908
Ss. 29 of sec. 1.		
Dominion Statute	106	1908
Act respecting.		
Dominion Statute	51	1910
Cap. 37.		
Dominion Statute	96	1910
Act respecting.		
Dominion Statute	91	1912
Act respecting.		
Dominion Statute	46	1913
Act respecting.		
Ss. 8 of sec. 2.		
Dominion Statute	85	1914
Act respecting.		
ERIE AND NIAGARA RAILWAY COMPANY:		
Incorporated 1863.		
Dominion Statute	86	1873
Act to amend the E. & N. Ry. Co. Act of 1863.		
Dominion Statute	66	1875
Power to amalgamate with Canada Southern Railway.		
Dominion Statute	15	1885
Arrangement with Canada Southern Railway, and time for completion extended.		
Dominion Statute	61	1888
Powers revived, and time for construction of works again extended.		
See Canada Southern Railway.		
ERIE AND NIAGARA EXTENSION RAILWAY COMPANY:		
Now Canada Southern Railway Company.		
Ontario Statute	14	1868
Act to incorporate.		
Ontario Statute	32	1869
Act to amend the Act incorporating, and to change name of the Canada Southern Railway Company.		
ERIE AND ONTARIO RAILWAY COMPANY:		
Dominion Statute	65	1914
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	57	1915
See T. H. & B. Ry. Co.		
ESSEX AND KENT RADIAL RAILWAY COMPANY:		
Ontario Statute	78	1901
Act to incorporate.		
Ontario Statute	72	1902

	Cap.	Year.
ESSEX TERMINAL RAILWAY COMPANY:		
Dominion Statute	62	1902
Act to incorporate, page 83.		
Dominion Statute	76	1904
Act respecting, page 123.		
Dominion Statute	93	1906
Act respecting.		
Dominion Statute	98	1910
Act respecting.		
Dominion Statute	43	1915
Act respecting.		

F

FENELON FALLS RAILWAY COMPANY:		
See Victoria Ry. Co., also Midland Ry. Co. of Canada.		
Ontario Statute	43	1870-71
Act to incorporate.		
Ontario Statute	60	1871-72
Act to amend the Act incorporating; Name changed to Lindsay, Fenelon Falls and Ottawa River Railway Company.		
Ontario Statute	97	1873
Act to amend Acts incorporating.		
Name changed to the Victoria Railway Company.		
FLOS TRAMWAY COMPANY:		
Ontario Statute	73	1880
Act to incorporate.		
FORT ERIE RAILWAY COMPANY:		
Ontario Statute	124	1908
FORT ERIE AND BUFFALO BRIDGE COMPANY:		
Dominion Statute	83	1909
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
FORT ERIE FERRY RAILWAY COMPANY:		
Ontario Statute	76	1887
Act to incorporate.		
Ontario Statute	86	1891
Act to amend the Act incorporating.		
Ontario Statute	96	1895
Ontario Statute	85	1897
Ontario Statute	111	1900
Act to amend Act respecting.		
Ontario Statute	73	1905
FORT FRANCES, MANITOU AND NORTHERN RAILWAY COMPANY:		
Ontario Statute	94	1903
Act to incorporate.		
FORT FRANCES AND PACIFIC RAILWAY COMPANY:		
Ontario Statute	86	1897
Act to incorporate.		
FORT WILLIAM TERMINAL RAILWAY AND BRIDGE COMPANY:		
Dominion Statute	97	1906
Act to incorporate, page 105.		
Dominion Statute	109	1908
Act respecting.		
FORT WILLIAM MUNICIPAL RAILWAY COMPANY:		
Ontario Statute	69	1914
See Act respecting City of Fort William.		
FOREST HILL ELECTRIC RAILWAY COMPANY:		
Ontario Statute	131	1913
Act to incorporate.		
Ontario Statute	115	1914
Act respecting.		

G

	Cap.	Year.
GALT AND GUELPH RAILWAY COMPANY:		
Ontario Statute	46	1878
GALT JUNCTION RAILWAY COMPANY:		
Ontario Statute	50	1882
GALT AND PRESTON STREET RAILWAY COMPANY:		
Incorporated by Letters Patent, 20th November, 1890	..	1890
Name changed to Galt, Preston and Hespeler Railway, 10th April, 1895.		
GALT, PRESTON AND HESPELER STREET RAILWAY COMPANY:		
(Formerly Galt and Preston Street Railway.)		
Name changed to Galt, Preston and Hespeler Street Railway Company.	..	1895
GANANOQUE AND ARNPRIOR RAILWAY COMPANY:		
Ontario Statute	132	1913
Act to incorporate.		
Ontario Statute	116	1914
Act respecting.		
GANANOQUE, PERTH AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	83	1884
Act to incorporate, page 157.		
See Brockville, Westport and Sault Ste. Marie Railway Company, Ontario, Statute, 1887, cap. 74.		
GANANOQUE AND RIDEAU RAILWAY COMPANY:		
Name changed to Thousand Island Railway Company.		
Ontario Statute	46	1870-71
Act to incorporate.		
Ontario Statute	67	1884
Name changed to Thousand Island Railway Company.		
Ontario Statute	66	1894
To confirm an agreement between the Town of Gananoque and the Thousand Island Railway Company.		
GEORGIAN BAY AND LAKE HURON RAILWAY COMPANY:		
Ontario Statute	67	1886
Act to incorporate.		
GEORGIAN BAY AND SEABOARD RAILWAY COMPANY:		
Dominion Statute	95	1905
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	88	1907
Act respecting.		
Ontario Statute	132	1910
See Act respecting Township of Tay.		
Dominion Statute	77	1911
Act respecting.		
GEORGIAN BAY AND WELLINGTON RAILWAY COMPANY:		
See Grand Trunk, Georgian Bay and Lake Erie Railway Company, also Grand Trunk Railway Company.		
Ontario Statute	47	1878
Act to incorporate.		
Ontario Statute	56	1879
Ontario Statute	53	1880
Ontario Statute	23	1881
Ss. 3 of sec. 2.		
Ontario Statute	63	1881
Ontario Statute	69	1881
GLENGARRY AND STORMONT RAILWAY COMPANY:		
Ontario Statute	134	1912
Act to incorporate.		

	Cap.	Year.
Dominion Statute	118	1913
Act to incorporate.		
GODERICH AND CANADIAN PACIFIC JUNCTION RAILWAY COMPANY:		
Dominion Statute	91	1887
Act to incorporate, page 163.		
Dominion Statute	51	1890
Act respecting, and to change name to Goderich and Wingham Railway Company.		
GRAND JUNCTION RAILROAD COMPANY:		
See Midland Railway Company of Canada.		
Province of Canada	43	1852
Act to incorporate.		
Dominion Statute	53	1870
Act to revive the Charter of the G. J. Ry. Co.		
Ontario Statute	48	1870-71
Act to enable the municipalities along the line of the G. J. Ry. Co. to grant aid thereto, and to legalize certain By-laws granting aid to the said Company.		
Ontario Statute	43	1874
Ontario Statute	71	1875-76
Ontario Statute	22	1875-76
(39 Vic.), ss. 4 of sec. 2 and ss. 4 of sec. 3.		
Ontario Statute	57	1879
Ontario Statute	54	1880
Ontario Statute	64	1881
Ontario Statute	67	1882
Act to consolidate the above and other railways under the name of "The Midland Railway of Canada."		
GRAND ONTARIO CENTRAL RAILWAY COMPANY:		
Ontario Statute	55	1880
GRAND TRUNK RAILWAY COMPANY:		
Dominion Statute	19	1867
Act to amend the Grand Trunk Arrangements Act, 1862, and for other purposes.		
Dominion Statute	49	1870
Act respecting the G. T. Ry. Co. and the Buffalo and Lake Huron Railway Company.		
Dominion Statute	62	1872
Act to legalize a certain agreement entered into between the G. T. Ry. Co. and the Corporation of the Town of Galt, and for other purposes therein mentioned.		
Dominion Statute	63	1872
Act to confirm an agreement made between the G. T. Ry. Co. and the International Bridge Company, and for other purposes.		
Dominion Statute	25	1878
Ontario Statute	55	1879
Act respecting an agreement entered into between the City of Brantford and the G. T. Ry. Co.		
Ontario Statute	47	1883
Act respecting the Town of Woodstock and the G. T. Ry. Co.		
Dominion Statute	52	1884
Dominion Statute	53	1884
Ontario Statute	53	1886
Act respecting a certain agreement between the City of Brantford and the G. T. Ry. Co.		
Dominion Statute	57	1887
Ontario Statute	66	1887
Dominion Statute	58	1888
Dominion Statute	59	1888
Dominion Statute	48	1890
Dominion Statute	49	1890
Dominion Statute	69	1891

	Cap.	Year.
Dominion Statute	39	1892
Dominion Statute	47	1893
Dominion Statute	48	1893
Act to give effect to an agreement between the G. T. Ry. Co., the Can. Pacific Ry. Co., and the Corporation of the City of Toronto.		
Ontario Statute	57	1893
Act respecting certain agreements made between the Village of Alvinston and the G. T. Ry. Co.		
Ontario Statute	85	1895
Act respecting an agreement between the City of Stratford and the G. T. Ry. Co.		
Dominion Statute	6	1896
G. T. Ry. Co. agreement with Can. Pacific Ry. Co. confirmed.		
Ontario Statute	52	1898
Act to confirm a certain agreement between the G. T. Ry. Co. of Canada, the St. Clair Tunnel Co. and the Town of Sarnia.		
Ontario Statute	39	1904
Act respecting an agreement between the Town of Barrie and the G. T. Ry. Co.		
Dominion Statute	89	1907
Act respecting.		
Ontario Statute	33	1908
Sec. 65.		
Dominion Statute	44	1908
Re Major's Hill Park, Ottawa.		
Dominion Statute	87	1909
Act respecting.		
Dominion Statute	104	1910
Act respecting.		
Ontario Statute	131	1910
Act to confirm an agreement between City of Stratford and Grand Trunk Railway Company.		
Ontario Statute	133	1910
Act to confirm an agreement made between the Township of Tay and Grand Trunk Railway Company.		
Dominion Statute	11	1913
Act respecting.		
Re Toronto Harbour Commissioners.		
Ontario Statute	116	1913
Act respecting Village of Colborne.		
Ontario Statute	117	1913
Act respecting Town of Prescott.		
Ontario Statute	86	1914
See Act respecting Town of Pembroke.		
Dominion Statute	54	1914
Act respecting.		
Re Toronto Harbour Commissioners.		
Dominion Statute	89	1914
Act respecting and affecting Canada Atlantic Railway Company.		
Ontario Statute	59	1915
See Act of Town of Midland.		
Ontario Statute	65	1915
See Act of Peterboro.		
GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY COMPANY:		
Dominion Statute	66	1887
See Port Dover and Lake Huron, the Stratford and Huron, and the Georgian Bay and Wellington Railway Companies, under cap. 69, 1881, Ontario Statutes.		
Dominion Statute	63	1890
Dominion Statute	49	1893
Operated by Grand Trunk Railway Company.		
Ontario Statute	99	1911
Act respecting the Town of Owen Sound.		

	Cap.	Year.
GRAND TRUNK PACIFIC RAILWAY COMPANY:		
Dominion Statute	122	1903
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	18	1904
Aid to Railways, "G. T. P. Land Grant."		
Ontario Statute	48	1905
Act respecting certain aid by the Corporation of the Town of Fort William to the G. T. P. Railway Company.		
Ontario Statute	19	1906
Sec. 40, ss. 2 and 3.		
Dominion Statute	99	1906
Act to incorporate the G. T. P. Branch Lines Company.		
Ontario Statute	39	1907
Act respecting Land Grant to the G. T. P.		
Ontario Statute	33	1908
Sec. 58.		
Dominion Statute	63	1908
Ss. 62 of sec. 1.		
Dominion Statute	19	1909
Act to authorize a loan to the Grand Trunk Pacific Railway Company.		
Dominion Statute	66	1909
Act respecting.		
Dominion Statute	84	1909
Act respecting. (Lake Superior Branch.)		
Dominion Statute	115	1908
Act respecting. (Branch Lines Company.)		
Dominion Statute	4	1915
Act respecting note issue.		
GRAND RIVER RAILWAY COMPANY:		
Dominion Statute	72	1914
Act respecting.		
Formerly Berlin, Waterloo, Wellesley and Luke Huron Ry. Co.		
GRAND VALLEY RAILWAY COMPANY:		
Ontario Statute	97	1895
Act to incorporate.		
Ontario Statute	102	1896
Act to amend the Act incorporating.		
Dominion Statute	73	1900
See Port Dover, Brantford, Berlin and Goderich Ry. Co.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	102	1906
Dominion Statute	90	1907
Act respecting.		
See Brantford Street Railway Company, also Woodstock, Thames Valley and Ingersoll Electric Railway Company. Ontario Statutes.		
Ontario Statute	84	1911
Ontario Statute	63	1914
See Acts respecting City of Brantford.		
GREAT LAKES RAILWAY COMPANY:		
Ontario Statute	74	1902
GREAT NORTHERN RAILWAY COMPANY:		
Dominion Statute	40	1892
Act respecting.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	44	1897
Act respecting.		
GREAT WESTERN RAILWAY COMPANY:		
Dominion Statute	61	1869
Act to confirm and give effect to a certain agreement between the Government of Canada and the G. W. Ry. Co.		
Dominion Statute	62	1869
Act respecting.		

	Cap.	Year.
Dominion Statute	50	1870
Act to amend Acts of incorporation.		
Dominion Statute	44	1871
Act to comprise in one Act the Financial affairs of the G. W. Ry. Co.		
Dominion Statute	65	1872
Act to enable the Great Western Ry. Co. to extend and improve its connections.		
Dominion Statute	38	1873
Act respecting.		
Dominion Statute	66	1874
Act respecting, p. 297.		
Dominion Statute	64	1875
Act to amend the Acts of incorporation, p. 24.		
Dominion Statute	72	1875
Agreements with Bridge Companies.		
Dominion Statute	46	1876
Act respecting the capital of the G. W. Ry. Co., and for the capitalization of certain charges and liabilities, p. 19.		
Dominion Statute	49	1880
Act to authorize the establishment of Superannuation, Provident and Insurance Funds by the G. W. Ry. Co., p. 16.		
Dominion Statute	66	1882
Act to amend Acts relating to, p. 19.		
Dominion Statute	52	1884
Amalgamated with Grand Trunk Ry. Co.		
Ontario Statute	55	1871
Ontario Statute	89	1873
Ontario Statute	51	1874
Ontario Statute	59	1874
Ontario Statute	77	1875-76
Ontario Statute	2	1877
Ontario Statute	46	1878
GREAT NORTH-WEST RAILWAY COMPANY:		
Dominion Statute	73	1874
Act to incorporate, p. 313.		
GREAT WESTERN AND LAKE ONTARIO SHORE JUNCTION RAILWAY CO.:		
Dominion Statute	88	1873
Act to incorporate, p. 331.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	48	1876
Act to extend the time for the commencement and completion of, and for other purposes, p. 31.		
Dominion Statute	50	1880
Act respecting, p. 18.		
Dominion Statute	65	1883
Act to amend Acts relating to, p. 56.		
Dominion Statute	18	1885
Act to amend Acts relating to, p. 16.		
Dominion Statute	56	1888
Act to amend Acts relating to, p. 28.		
GREY AND SIMCOE RAILWAY COMPANY:		
(Changed to North-Western Ry. of Canada.)		
Ontario Statute	39	1868
Act to amend the Charter of the G. & S. Ry. Co., and to change name to North-Western Ry. of Canada.		
GREY AND WALKERTON RAILWAY COMPANY:		
Ontario Statute	58	1879
Act to incorporate.		
GUELPH AND COLLINGWOOD RAILWAY COMPANY:		
Ontario Statute	71	1873
Act to incorporate.		

	Cap.	Year.
GUELPH AND GEORGIAN BAY RAILWAY COMPANY:		
Dominion Statute	125	1903
Act to incorporate, p. 179 (Vol. 2).		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	101	1905
Act respecting, p. 313.		
GUELPH AND GODERICH RAILWAY COMPANY:		
Dominion Statute	81	1904
Act to incorporate, p. 133.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	82	1904
Ontario Statute	82	1908
Operated by C. P. Ry.		
Dominion Statute	90	1909
Act respecting.		
Dominion Statute	87	1911
Act respecting.		
Dominion Statute	127	1913
Act respecting.		
GUELPH JUNCTION RAILWAY COMPANY:		
Dominion Statute	79	1884
Act to incorporate, p. 130.		
Dominion Statute	69	1886
Act to amend Act to incorporate, p. 29.		
Dominion Statute	59	1887
Act respecting, p. 29.		
Ontario Statute	53	1887
Dominion Statute	75	1894
Act respecting, p. 77.		
Dominion Statute	19	1896
Act respecting, p. 21.		
Dominion Statute	64	1901
Act respecting, p. 81.		
Dominion Statute	82	1904
Act respecting, p. 135.		
Declared to be a work for the general advantage of Canada.		
See Guelph and Goderich Ry. Co.		
Operated by C. P. Ry.		
Dominion Statute	107	1910
Act respecting.		
Ontario Statute	115	1910
See Act respecting City of Guelph.		
GUELPH RADIAL RAILWAY COMPANY:		
(Formerly Guelph Railway Company.)		
Ontario Statute	98	1895
Act to incorporate and to confirm an agreement between the Corporation of the City of Guelph and George Sleeman.		
Ontario Statute	79	1901
Ontario Statute	95	1903
Act respecting the Guelph Ry. Co., and to change the name of the Company to that of the Guelph Radial Railway Company.		
Ontario Statute	91	1905
Act respecting the Guelph Ry. Co., and to confirm the By-law of the Corporation of the City of Guelph.		
Ontario Statute	125	1908
Ontario Statute	115	1910
See Act respecting City of Guelph.		
Ontario Statute	124	1911
Act respecting.		
Ontario Statute	90	1911
Act respecting the City of Guelph.		
Ontario Statute	98	1913
Act respecting the City of Guelph.		
Ontario Statute	117	1914
Act respecting.		

	Cap.	Year.
GUELPH STREET RAILWAY COMPANY:		
Ontario Statute	83	1877
Act to incorporate.		
H.		
HALIBURTON, WHITNEY AND MATTAWA RAILWAY COMPANY:		
Ontario Statute	94	1899
Act to incorporate.		
Ontario Statute	23	1899
Ss. 3 of sec. 1.		
Ontario Statute	75	1902
Act to amend Act incorporating.		
Ontario Statute	92	1905
Act to extend time for commencement and completion.		
HAMILTON, ANCASTER AND BRANTFORD RAILWAY COMPANY:		
(Formerly Hamilton, Chedoke and Ancaster Electric Street Railway Co.)		
Ontario Statute	76	1902
Company operating road under Dominion Statute, 1904, cap. 50.		
HAMILTON AND BARTON INCLINE RAILWAY COMPANY:		
Ontario Statute	118	1890
Act to incorporate.		
HAMILTON, BURLINGTON AND LAKE SHORE ELECTRIC RAILWAY CO.:		
Ontario Statute	99	1895
Act to incorporate.		
HAMILTON AND CALEDONIA RAILWAY COMPANY:		
Ontario Statute	36	1869
Act to authorize the construction of a railway from some point in the City of Hamilton to Caledonia.		
Ontario Statute	95	1899
Act to incorporate.		
Ontario Statute	96	1903
HAMILTON, CALEDONIA AND LAKE ERIE RAILWAY COMPANY:		
Ontario Statute	108	1906
HAMILTON CENTRAL RAILWAY COMPANY:		
(Formerly Hamilton, Guelph and Buffalo Ry.)		
Dominion Statute	76	1889
Act respecting, p. 72.		
HAMILTON, CHEDOKE AND ANCASTER ELECTRIC STREET RAILWAY CO.:		
Name changed to Hamilton, Ancaster and Brantford Ry. Co.		
Ontario Statute	96	1899
Ontario Statute	76	1902
HAMILTON AND DUNDAS STREET RAILWAY COMPANY:		
Ontario Statute	87	1875-76
Act to incorporate.		
Ontario Statute	59	1879
Act to amend Act incorporating.		
Ontario Statute	65	1881
Ontario Statute	68	1884
Ontario Statute	68	1886
Ontario Statute	119	1890
Ontario Statute	100	1895
Ontario Statute	60	1898
HAMILTON, GALT & BERLIN RAILWAY COMPANY:		
Dominion Statute	126	1903
Act to incorporate, p. 183 (Vol. 2).		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	102	1905
Act respecting, and to change name to "The Hamilton, Galt & Guelph Railway Company," p. 315.		

	Cap.	Year.
HAMILTON, GRIMSBY AND BEAMSVILLE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	95	1892
Act to incorporate.		
Ontario Statute	87	1897
Act to confirm the Agreement between the H., G. & B. El. Ry. Co., and the City of Hamilton.		
Ontario Statute	80	1901
Act to amend the Act incorporating.		
Ontario Statute	76	1904
Ontario Statute	99	1907
HAMILTON, GUELPH AND BUFFALO RAILWAY COMPANY:		
Dominion Statute	22	1885
Act to incorporate, p. 29.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	63	1887
Act to amend the Act to incorporate the H., G. & B. Ry. Co., and to change the name to the "Hamilton Central Railway Company."		
HAMILTON AND GUELPH JUNCTION RAILWAY COMPANY:		
Ontario Statute	109	1906
Act to incorporate.		
Ontario Statute	126	1908
HAMILTON, GUELPH AND NORTH SHORE RAILWAY COMPANY:		
Ontario Statute	93	1905
Act to incorporate.		
HAMILTON, GUELPH AND ORANGEVILLE RAILWAY COMPANY:		
Ontario Statute	72	1873
Act to incorporate.		
HAMILTON AND LAKE ERIE RAILWAY COMPANY:		
Ontario Statute	36	1869
Act to incorporate.		
Ontario Statute	41	1870-71
Act to amend Act incorporating.		
Ontario Statute	85	1873
Act to further amend the Act incorporating, and to confirm certain agreements for granting running powers to other companies over their line of railway, and for other purposes.		
Ontario Statute	45	1874
Act to rearrange the debt of the H. & L. E. Ry. Co. more clearly to define its leaning powers, and for other purposes.		
Ontario Statute	48	1874
"May amalgamate with the Hamilton and North-Western and other Ry. Companies."		
HAMILTON MOUNTAIN ELECTRIC RAILWAY COMPANY:		
Ontario Statute	133	1913
Act to incorporate.		
Ontario Statute	81	1915
HAMILTON AND NORTH-WESTERN RAILWAY COMPANY:		
Ontario Statute	55	1871-72
Act to incorporate.		
Ontario Statute	84	1873
Act to amend the Act incorporating, and to enable them to extend their line to Collingwood.		
Ontario Statute	44	1874
Act further to amend the Act incorporating.		
Ontario Statute	48	1874
Act further to amend the Act incorporating.		
Ontario Statute	72	1875-76
Act to further amend Act relating to.		
Ontario Statute	76	1877

	Cap.	Year.
Ontario Statute	16	1878
Ss. 1 of sec. 2.		
Ontario Statute	48	1878
Ontario Statute	60	1879
Ontario Statute	66	1881
Act to further amend Acts relating to.		
Ontario Statute	49	1884
Dominion Statute	63	1884
Declared to be a work for the general advantage of Canada.		
See Northern Railway of Canada, 1881.		
Hamilton and Port Dover Railway Company:		
Ontario Statute	35	1869
Act to revive for a limited purpose the Charter of the H. & P. D. Ry. Co., p. 105 (33 Vic.).		
Ontario Statute	41	1871
Bondholders to have the rights of shareholders in the Hamilton & Lake Erie Ry. Co., s. 10.		
Ontario Statute	85	1873
Property, etc., vested in the Hamilton and Lake Erie Ry. Co.		
Hamilton Radial Electric Street Railway Company:		
Ontario Statute	89	1893
Act to incorporate.		
Hamilton Radial Electric Railway:		
Ontario Statute	88	1894
Act to incorporate.		
Ontario Statute	101	1895
Ontario Statute	103	1896
Ontario Statute	112	1900
Ontario Statute	77	1904
Dominion Statute	117	1908
Act respecting.		
Declared to be work for the general advantage of Canada.		
Hamilton Street Railway Company:		
Ontario Statute	100	1873
Act to incorporate.		
Ontario Statute	90	1893
Ontario Statute	54	1915
See Act City of Hamilton.		
Hamilton, Valley City and Waterloo Railway Company:		
Ontario Statute Act to incorporate.	102	1895
Hamilton, Waterloo and Guelph Railway Company:		
Dominion Statute	106	1906
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	118	1908
Act respecting.		
Dominion Statute	108	1910
Act respecting.		
Dominion Statute	89	1911
Act respecting.		
Dominion Statute	99	1912
Act respecting.		
Hull Electric Railway:		
Dominion Statute	133	1913
Act respecting.		
Declared to be a work for the general advantage of Canada.		
Hull Mines Railway Company:		
Dominion Statute	49	1881
Act to incorporate, p. 82.		

	Cap.	Year.
HUMBER VALLEY ELECTRIC RAILWAY COMPANY:		
Ontario Statute	135	1912
Act to incorporate.		
Ontario Statute	82	1915
Act respecting.		
HUNTSVILLE AND LAKE OF BAYS RAILWAY COMPANY:		
Ontario Statute	113	1900
Act to incorporate, p. 525.		
Ontario Statute	97	1903
Act respecting, p. 873.		
Ontario Statute	18	1904
Act respecting, ss. 1 of s, 1.		
Ontario Statute	19	1906
Act respecting, s. 39.		
Ontario Statute	100	1907
Act respecting, p. 653.		
HURON AND BRUCE RAILWAY COMPANY:		
Ontario Statute	77	1902
Act to incorporate.		
HURON, BRUCE AND GREY ELECTRIC RAILWAY COMPANY:		
Ontario Statute	78	1902
Act to incorporate.		
Ontario Statute	98	1903
Act to amend Act incorporating the H., B. & G. El. Ry. Co., and changing the name to "The Ontario West Shore Electric Ry Co."		
See Ontario West Shore Electric Ry. Co., 1906, cap. 113.		
HURON, ERIE AND BUFFALO RAILWAY COMPANY:		
Dominion Statute	131	1903
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
HURON AND ONTARIO RAILWAY COMPANY:		
Ontario Statute	120	1890
Act to incorporate.		
Dominion Statute	20	1896
Act to incorporate.		
Declared to be a work for the general advantage of Canada		
Dominion Statute	130	1903
Dominion Statute	85	1904
Dominion Statute	111	1906
Dominion Statute	94	1907
Dominion Statute	92	1909
Act respecting.		
Dominion Statute	94	1911
Act respecting.		
(To change its name to The Toronto and Northwestern Railway Company.)		
Dominion Statute	135	1913
HURON AND OTTAWA RAILWAY COMPANY:		
Ontario Statute	46	1874
Act to incorporate.		
HURON AND QUEBEC RAILWAY COMPANY:		
Name changed to Toronto and Ottawa Ry.		
Ontario Statute	47	1874
Act to incorporate.		
Ontario Statute	49	1874
Act to amend the Act to incorporate the H. & Q. Ry. Co., and to enable the municipality of the Town of Peterborough to grant aid by way of bonus to said Company.		

	Cap.	Year.
Ontario Statute	73	1875-76
Act to amend Act incorporating H. & Q. Ry. Co., and to legalize certain by-laws of the County and Town of Peterborough granting aid by way of bonus to said Company.		
Ontario Statute	81	1877
Name changed to Toronto & Ottawa Ry. Co., also see Midland Ry, or Grand Trunk.		
HURONTARIO RAILWAY COMPANY:		
Ontario Statute	50	1874
Act to incorporate.		
Ontario Statute	141	1910
Act to incorporate.		

I.

IMPERIAL TRACTION COMPANY:		
Dominion Statute	96	1911
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	136	1913
Act respecting.		
INGERSOLL RADIAL ELECTRIC RAILWAY COMPANY:		
Ontario Statute	88	1897
Act to incorporate.		
Ontario Statute	114	1900
Act to revive, extend and amend an Act to incorporate the I. R. El. Ry. Co.		
INTERNATIONAL RAILWAY COMPANY:		
(Formerly the Buffalo Ry. Co.)		
Ontario Statute	96	1892
Dominion Statute	54	1900
Ontario Statute	86	1901
Dominion Statute	43	1902
Ontario Statute	12	1902
Sec. 30.		
See Niagara Falls Park & River Ry.		
INTERNATIONAL RAILWAY COMPANY AND INTERNATIONAL TRACTION RAILWAYS:		
Ontario Statute	125	1911
Act respecting.		
Dominion Statute	98	1911
Act respecting.		
INTERNATIONAL RADIAL RAILWAY COMPANY:		
Dominion Statute	49	1895
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	21	1896
Act to amend Act incorporating.		
INTERNATIONAL TRANSIT COMPANY:		
Incorporated by Letters Patent, 22 May, 1888, under provisions of Joint Stock Companies Act, cap. 157, R. S. O. 1897, etc.,		
Ontario Statute	99	1903
Act respecting.		
INTER-OCEANIC RAILWAY COMPANY:		
Dominion Statute	72	1872
Act to incorporate, p. 268.		
INTERPROVINCIAL AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	66	1901
Act to incorporate, p. 85.		
Declared to be a work for the general advantage of Canada.		

	Cap.	Year.
Dominion Statute	134	1903
Act respecting, p. 209 (Vol. 2).		
Dominion Statute	109	1905
Act respecting, p. 335.		
Dominion Statute	48	1913
Section 6.		
Dominion Statute	106	1912
Act respecting.		
IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY:		
(Formerly Toronto & Nipissing Eastern Extension Ry. Co.)		
Ontario Statute	67	1880
Act to incorporate.		
Ontario Statute	75	1881
Ontario Statute	76	1884
Name changed to Irondale, Bancroft & Ottawa Ry. Co.		
Ontario Statute	69	1886
Ontario Statute	74	1887
Ontario Statute	68	1888
Ontario Statute	121	1890
Ontario Statute	41	1892
Secs. 4 and 6.		
Ontario Statute	34	1893
Ss. 1 of sec. 1 and 4.		
Ontario Statute	49	1894
Ss. 1 of sec. 1 and 5.		
Ontario Statute	103	1895
Ontario Statute	48	1896
Ss. 1 of sec. 1 and 5.		
Ontario Statute	22	1898
Ss. 3 of sec. 1.		
Ontario Statute	81	1901
Ontario Statute	25	1902
Sudsidy Act. Ss. 3 of sec. 1 and 2.		
Ontario Statute	78	1904
Ontario Statute	94	1905
Ontario Statute	23	1907
Payment of sudsidy extended to 1910, sec. 49.		
Ontario Statute	17	1912
Section 45.		
Ontario Statute	39	1913
Act respecting aid.		
Dominion Statute	20	1914
Act respecting C. N. R. System.		
Declared to be a work for the general advantage of Canada.		
IRON RANGE RAILWAY COMPANY:		
Ontario Statute	127	1908
Act to incorporate.		
Ontario Statute	142	1910
Act respecting.		
Ontario Statute	136	1912
Act respecting.		

J.

JAMES BAY RAILWAY COMPANY:		
Now the Canadian North Ontario Ry. Co.		
Dominion Statute	50	1895
Act to incorporate.		
Dominion Statute	47	1897
Ontario Statute	22	1898
Ss. 5 of sec. 1.		
Ontario Statute	23	1899
Ss. 2 of sec. 1 and 3.		
Dominion Statute	71	1899
Ontario Statute	25	1902
Ss. 5 of sec. 1.		

	Cap.	Year.
Dominion Statute	71	1899
Dominion Statute	65	1902
Ontario Statute	7	1903
Section 51.		
Ontario Statute	20	1904
Act respecting certain aid towards construction of James Bay Ry.		
Dominion Statute	88	1904
Dominion Statute	110	1905
May change name to any other with approval of the Governor-in-Council.		
Dominion Statute	114	1906
Ontario Statute	23	1907
Section 58.		
Dominion Statute	72	1907
JAMES BAY AND EASTERN RAILWAY COMPANY:		
Dominion Statute	113	1910
Act to incorporate.		
Dominion Statute	45	1915
Act respecting.		

K.

KAWARTHA TRANSPORTATION COMPANY:		
Ontario Statute	137	1912
Act to incorporate.		
KINCARDINE AND TEESWATER RAILWAY COMPANY:		
Dominion Statute	83	1887
Act to incorporate, p. 115.		
Dominion Statute	84	1887
Act to amend Act incorporating, p. 121.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	77	1888
Act to amend Act to incorporate, p. 155.		
KING LOOP LINE RAILWAY COMPANY:		
Ontario Statute	70	1886
Act to incorporate.		
KINGSTON AND DOMINION CENTRAL RAILWAY COMPANY:		
Dominion Statute	90	1904
Act to incorporate, p. 155.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	86	1905
Act respecting and to change name to "The Dominion Central Railway Company," p. 125.		
KINGSTON AND FRONTENAC RAILWAY COMPANY:		
Ontario Statute	66	1868-69
Act to incorporate.		
Ontario Statute	100	1903
Act to incorporate.		
KINGSTON AND GANANOQUE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	104	1895
Act to incorporate.		
Ontario Statute	101	1903
Act to revive, extend and amend an Act to incorporate Kingston and Gananoque Electric Railway Company.		
KINGSTON, GANANOQUE AND PERTH ELECTRIC RAILWAY COMPANY:		
Ontario Statute	110	1906
KINGSTON AND MADOC RAILWAY COMPANY:		
Ontario Statute	37	1869
Act to incorporate.		
KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY:		
(Formerly Napanee, Tamworth and Quebec Railway Company.)		

	Cap.	Year.
Dominion Statute	62	1890
Name changed.		
Ontario Statute	34	1893
Ss. 3 of sec. 1 and 4.		
Dominion Statute	15	1896
Act to provide for the amalgamation of the Bay of Quinte Railway and Navigation Company and the Kingston, Napanee and Western Railway Company, under the name of "The Bay of Quinte Railway Company."		
Ontario Statute	22	1898
Ss. 4 of sec. 1.		
KINGSTON AND PEMBROKE RAILWAY COMPANY:		
Dominion Statute	49	1871
Act to incorporate.		
See also cap. 77, 1889.		
Ontario Statute	57	1871-72
Act to confirm and legalize certain by-laws passed by the Corporations of the City of Kingston, the County of Frontenac, the County of Renfrew, and the Village of Pembroke, granting aid to the Kingston and Pembroke Railway Company.		
Ontario State	22	1875-76
(39 Vic.), ss. 5 of sec. 2, and ss. 4 of sec. 3.		
Ontario Statute	14	1877
Ss. 4 of sec. 1, and ss. 9 of sec. 3.		
Dominion Statute	61	1879
Act to amend Act incorporating.		
Dominion Statute	64	1883
Act to amend Act incorporating.		
Dominion Statute	59	1884
Ontario Statute	56	1887
Dominion Statute	77	1889
Act respecting the Kingston and Pembroke Railway Company and the Napanee, Tamworth and Quebec Railway Company.		
Dominion Statute	78	1889
Dominion Statute	51	1895
Dominion Statute	67	1898
Dominion Statute	139	1903
Dominion Statute	118	1906
KINGSTON AND PONTIAC RAILWAY COMPANY:		
Dominion Statute	66	1891
Act to incorporate, p. 31.		
Declared to be a work for the general advantage of Canada.		
KINGSTON, PORTSMOUTH AND CATARAQUI ELECTRIC RAILWAY COMPANY:		
Ontario Statute	74	1875-76
Act to incorporate.		
Ontario Statute	91	1893
Act to amend the Act to incorporate the Kingston Street Railway Company, and to change the name to "The Kingston, Portsmouth and Cataraqui Electric Railway Company."		
Ontario Statute	105	1895
Ontario Statute	61	1898
Ontario Statute	79	1904
Ontario Statute	111	1906
Formerly Kingston Street Railway Company.		
KINGSTON, SMITH'S FALLS AND OTTAWA RAILWAY COMPANY:		
Dominion Statute	88	1887
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	62 and 63	1889
Act to confirm a certain agreement between the City of Kingston and certain Railway Companies.		
Dominion Statute	79	1889
Act to amend Act incorporating.		

	Cap.	Year.
Dominion Statute	95	1891
Ontario Statute	75	1893
Act to authorize the City of Ottawa to issue certain debentures in aid of the Kingston, Smith's Falls and Ottawa Railway Co.		
Ontario Statute	92	1893
Act relating to certain Municipal By-laws granting aid to the Kingston, Smith's Falls and Ottawa Railway Company.		
Dominion Statute	22	1896
Ontario Statute	89	1897
Dominion Statute	114	1905
KINGSTON, SMITH'S FALLS AND OTTAWA RAILWAY COMPANY:		
Dominion Statute	51	1910
Section 39.		
Dominion Statute	116	1910
Act respecting.		
KINGSTON STREET RAILWAY COMPANY:		
Ontario Statute	74	1875-76
Act to incorporate.		
Ontario Statute	91	1893
Act to amend the Act to incorporate the Kingston Street Railway Company, and to change name to "The Kingston, Portsmouth and Cataraqui Street Railway Company."		
Ontario Statute	79	1904
See the Kingston, Portsmouth and Cataraqui Street Railway Co.		

L.

	Cap.	Year.
LAC SEUL, RAT PORTAGE AND KEEWATIN RAILWAY COMPANY:		
Ontario Statute	102	1903
Act to incorporate.		
Ontario Statute	80	1904
Ontario Statute	128	1908
Dominion Statute	63	1908
Ss. 63 of sec. 1.		
Ontario Statute	69	1909
Sec. 2 (*b*), Sec. 4 (*a*).		
Dominion Statute	51	1910
Section 32.		
Ontario Statute	143	1910
Act respecting.		
Ontario Statute	17	1911
Section 65 (*a*).		
Ontario Statute	17	1912
Section 43.		
Dominion Statute	48	1912
Section 13.		
Ontario Statute	138	1912
Act respecting.		
LAKE ERIE AND DETROIT RIVER RAILWAY COMPANY:		
Formerly the Lake Erie, Essex and Detroit River Railway Company. Operated by Pere Marquette.		
Dominion Statute	21	1885
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	88	1891
Act respecting the Lake Erie Essex and Detroit River Railway Company, and to change name to "The Lake Erie and Detroit River Railway Company."		
Dominion Statute	50	1893
Dominion Statute	76	1894
Act respecting.		
Dominion Statute	23	1896

	Cap.	Year.
Dominion Statute	69	1898
Dominion Statute	69	1900
Ontario Statute	79	1902
Act to legalize certain by-laws in aid of the L. E. & D. R. Ry. Co.		
Dominion Statute	69	1902
Dominion Statute	143	1903
Dominion Statute	92	1904
See Amherstburg, Lake Shore and Blenheim Railway Company, Ontario Statute, 1889, cap. 78.		

LAKE ERIE, ESSEX AND DETROIT RIVER RAILWAY COMPANY:
Formerly Amherstburg, Lake Shore and Blenheim Railway Co.

Dominion Statute	21	1885
Ontario Statute	51	1887
Dominion Statute	88	1891
See Lake Erie and Detroit River Railway Company.		

LAKE ERIE AND NORTHERN RAILWAY COMPANY:

Dominion Statute	106	1911
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	48	1912
Section 35.		
Ontario Statute	93	1913
See certain by-laws, Brantford.		
Dominion Statute	94	1914
Act respecting.		

LAKE HURON AND NORTHERN ONTARIO RAILWAY COMPANY:

Ontario Statute	134	1913
Act respecting.		
Ontario Statute, section 26	20	1915
Formerly Bruce Mines and Algoma Railway Company.		

LAKE HURON, OTTAWA AND QUEBEC JUNCTION RAILWAY COMPANY:

Ontario Statute	36	1912
Act respecting land grants to railways.		

LAKE NIPISSING AND JAMES BAY RAILWAY COMPANY:

Dominion Statute	80	1884
Act to incorporate, p. 137.		
Name changed to Nipissing and James Bay Railway Company.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	77	1886
Act to amend the Act to incorporate, p. 56.		
Dominion Statute	80	1888
Act respecting, p. 162.		
Dominion Statute	81	1889
Act respecting and to change name to "The Nipissing and James Bay Railway Company," p. 95.		
All the above Acts are repealed. See Dominion Statute, 59 Vic., cap. 30 (1896).		

LAKE SIMCOE JUNCTION RAILWAY COMPANY:

Ontario Statute	75	1873
Act to incorporate.		
Ontario Statute	52	1874
Act to amend the Act incorporating.		
Ontario Statute	22	1875-76
(39 Vic.), ss. 1 of sec. 1.		
Ontario Statute	76	1875-76
Ontario Statute	62	1879
Ontario Statute	69	1884
See Grand Trunk.		

LAKE SUPERIOR AND ALGOMA COLONIZATION RAILWAY COMPANY:

Ontario Statute	93	1893
Act to incorporate.		

	Cap.	Year.
LAKE SUPERIOR AND HUDSON'S BAY RAILWAY COMPANY:		
Dominion Statute	63	1900
Act to incorporate, p. 87.		
Declared to be a work for the general advantage of Canada.		
LAKE SUPERIOR AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	84	1882
Act to incorporate, p. 133.		
Declared to be a work for the general advantage of Canada.		
LAKE SUPERIOR, LONG LAKE AND ALBANY RIVER RAILWAY COMPANY:		
Ontario Statute	80	1902
Act to incorporate.		
Ontario Statute	25	1902
Ss. 10 of sec. 1.		
Ontario Statute	95	1905
Act to amend the Act to incorporate.		
Ontario Statute	129	1908
LAKE SUPERIOR AND MANITOBA RAILWAY COMPANY:		
Dominion Statute	76	1872
Act to incorporate, p. 313.		
LAKE SUPERIOR MINERAL RAILWAY COMPANY:		
Dominion Statute	81	1886
Act to incorporate, p. 74.		
Declared to be a work for the general advantage of Canada.		
LAKE SUPERIOR AND NORTHERN RAILWAY AND TRANSPORTATION COMPANY:		
Ontario Statute	135	1909
Act to incorporate.		
LAKE SUPERIOR AND WINNIPEG RAILWAY COMPANY:		
Dominion Statute	79	1872
Act to incorporate, p. 328.		
LAKE TEMISCAMINGUE COLONIZATION RAILWAY COMPANY:		
Dominion Statute	94	1891
Act respecting, p. 131.		
LAMBTON CENTRAL RAILWAY COMPANY:		
Ontario Statute	75	1875-76
Act to incorporate.		
Ontario Statute	56	1880
Act to revive and amend the Act incorporating.		
LAMBTON CENTRAL ELECTRIC RAILWAY COMPANY:		
Ontario Statute	81	1902
Act to incorporate.		
Ontario Statute	103	1903
LANARK COUNTY ELECTRIC RAILWAY COMPANY:		
Ontario Statute	90	1897
Act to incorporate.		
LEAMINGTON, COMBER AND LAKE ST. CLAIR RAILWAY COMPANY:		
Ontario Statute	72	1877
Act to incorporate.		
Ontario Statute	63	1879
The words "Comber and Lake" are struck out.		
Ontario Statute	51	1882
See Canada Southern Railway Company.		
Ontario Statute	71	1886
Ontario Statute	88	1887

	Cap.	Year.
LEBONK AND THUNDER BAY RAILWAY COMPANY:		
Dominion Statute	117	1905
Act to incorporate, p. 351.		
Declared to be a work for the general advantage of Canada.		
LINCOLN RADIAL ELECTRICAL RAILWAY COMPANY:		
Ontario Statute	104	1896
Act to incorporate.		
LINDSAY, BOBCAYGEON AND PONTYPOOL RAILWAY COMPANY:		
Dominion Statute	55	1890
Act to incorporate, p. 37.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	42	1892
Act to revive and amend the Act to incorporate.		
Dominion Statute	78	1894
Act to again revive and further amend the Act to incorporate, p. 97.		
Dominion Statute	24	1896
Act respecting, p. 35.		
Dominion Statute	73	1899
Act respecting, p. 101.		
Dominion Statute	72	1901
Act respecting, p. 107.		
Ontario Statute	25	1902
Ss. 7 of sec. 1.		
Dominion Statute	144	1903
Act respecting, p. 233, Vol. 2.		
Dominion Statute	123	1908
Act respecting.		
LINDSAY, FENELON FALLS AND OTTAWA RIVER RAILWAY COMPANY:		
Ontario Statute	60	1872
Act to amend an Act entitled "An Act to incorporate the Fenelon Falls Railway Company."		
See Victoria Ry. Co., 1873, cap. 97, and Midland Ry. Co.		
LINDSAY, HALIBURTON AND MATTAWA RAILWAY COMPANY:		
Dominion Statute	54	1895
Act to incorporate.		
Dominion Statute	51	1897
Act respecting, p. 93.		
Dominion Statute	74	1899
Act respecting, p. 103.		
LOCHIEL, HAWKESBURY AND L'ORIGNAL JUNCTION RAILWAY COMPANY:		
Dominion Statute	78	1874
Act to incorporate, p. 345.		
Declared to be a work for the general advantage of Canada.		
LINDSAY AND MINDEN RAILWAY COMPANY:		
Ontario Statute	139	1912
Act to incorporate.		
LONDON, AYLMER AND NORTH SHORE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	82	1901
Act to incorporate.		
Ontario Statute	81	1904
Ontario Statute	96	1905
LONDON, CHATHAM AND WESTERN RAILWAY COMPANY:		
Ontario Statute	97	1905
Act to incorporate.		
LONDON AND ERIE RAILWAY COMPANY:		
Ontario Statute	48	1874
Act to incorporate.		

	Cap.	Year.
LONDON, HURON AND BRUCE RAILWAY COMPANY:		
Ontario Statute	42	1870-71
Act to incorporate.		
Ontario Statute	49	1871-72
Ontario Statute	50	1871-72
Act to legalize a by-law passed by the Corporation of the City of London in favour of the L., H. & B. Ry. Co.		
Ontario Statute	89	1873
Act to amend the Act incorporating and an Act respecting, and to extend the powers conferred upon the said Company, and for other purposes.		
Ontario Statute	49	1874
Act to amend the Act incorporating.		
Ontario Statute	77	1875-76
Act to amend Acts relating to.		
Ontario Statute	2	1877
Ontario Statute	62	1893
LONDON JUNCTION RAILWAY COMPANY:		
Ontario Statute	50	1874
Act to incorporate.		
Ontario Statute	52	1882
Act to incorporate.		
Ontario Statute	53	1883
Ontario Statute	54	1883
Act respecting certain aid to the L. J. Ry. Co.		
LONDON AND LAKE ERIE RAILWAY AND TRANSPORTATION COMPANY: (Fomerly South-Western Traction Company.)		
Dominion Statute	120	1910
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	95	1914
Act respecting.		
LONDON AND LAKE HURON RAILWAY COMPANY:		
Dominion Statute	71	1898
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	72	1898
Act respecting, p. 57.		
LONDON AND NORTHWESTERN RAILWAY COMPANY:		
Dominion Statute	100	1909
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	108	1911
Act respecting.		
LONDON, PARKHILL AND GRAND BEND ELECTRIC RAILWAY COMPANY:		
Ontario Statute	104	1903
Act to incorporate.		
LONDON, GRAND BEND AND STRATFORD RAILWAY COMPANY:		
Ontario Statute	118	1914
Act to incorporate.		
LONDON AND PORT STANLEY RAILWAY COMPANY:		
Ontario Statute	51	1874
Act to amend an indenture made between the L. & P. S. Ry. Co. and the Great Western Railway Company.		
Ontario Statute	53	1882
Act respecting the Debenture Debt of the L. & P. S. Ry. Co.		
Ontario Statute	67	1888
Ontario Statute	79	1891
Dominion Statute	43	1892

	Cap.	Year.
Ontario Statute	68	1893
Dominion Statute	51	1893
See Cleveland, Port Stanley & London Transportation & Ry. Co., 1893, cap. 44. Also Lake Erie & Detroit River Ry., and London & Port Stanley, 1894, cap. 76.		
Dominion Statute	145	1903
Ontario Statute	71	1894
Ontario Statute	69	1895
Leased and operated by Pere Marquette Railway.		
Ontario Statute	103	1913
Act respecting City of London.		
Ontario Statute	74	1914
See Act respecting City of London, Schedule "B."		
Dominion Statute	96	1914
Act respecting.		
Ontario Statute	58	1915
See Act City of London.		
LONDON RADIAL ELECTRIC RAILWAY COMPANY:		
Ontario Statute	106	1895
Act to incorporate.		
LONDON AND ST. CLAIR RAILWAY COMPANY:		
Dominion Statute	118	1905
Act to incorporate, p. 353.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	101	1907
Act respecting.		
LONDON AND SOUTH-EASTERN RAILWAY COMPANY:		
Ontario Statute	57	1886
Act to authorize City of London to aid the L. & S. E. Ry. Co. and other railways.		
Ontario Statute	72	1886
Act to incorporate.		
Ontario Statute	77	1887
Act to amend Act incorporating.		
Ontario Statute	69	1888
Act to confirm a certain agreement made between the L. & S. E. Ry. Co. and the Canada Southern Ry. Co.		
LONDON STREET RAILWAY COMPANY:		
Ontario Statute	99	1873
Act to incorporate.		
Ontario Statute	79	1889
Ontario Statute	89	1894
Act to confirm an agreement between the L. St. Ry. Co. and the Corporation of the Village of London West.		
Ontario Statute	107	1895
Ontario Statute	105	1896
Ontario Statute	67	1897
Ontario Statute	97	1899
Ontario Statute	82	1902
Ontario Statute	98	1905
Ontario Statute	110	1909
City of London.		
L'ORIGNAL AND CALEDONIA RAILWAY COMPANY:		
Ontario Statute	51	1874
Act to incorporate.		
Ontario Statute	78	1875-76
Act to amend Act to incorporate.		

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	Cap.	Year.
MAGNETAWAN RIVER RAILWAY COMPANY:		
Ontario Statute	83	1901
Act to incorporate.		
Ontario Statute	22	1901
Ss. 6, sec. 1.		
Dominion Statute	7	1901
See Grand Trunk Ry.		
MANITOBA AND KEEWATIN RAILWAY COMPANY:		
Dominion Statute	70	1902
Act to incorporate, p. 109.		
Dominion Statute	122	1906
Act respecting.		
MANITOBA-ONTARIO RAILWAY COMPANY:		
Dominion Statute	145	1913
Act to incorporate.		
MANITOBA AND SOUTH-EASTERN RAILWAY COMPANY:		
Dominion Statute	60	1889
Dominion Statute	4	1890
Dominion Statute	77	1890
Dominion Statute	46	1892
Dominion Statute	53	1893
Dominion Statute	55	1895
Dominion Statute	53	1897
Act respecting.		
Declared to be a work for the general advantage of Canada.		
MANITOULIN AND IRON RANGE RAILWAY COMPANY:		
Ontario Statute	99	1905
Act to incorporate.		
MANITOULIN ISLAND RAILWAY COMPANY:		
Ontario Statute	54	1882
Act to incorporate.		
MANITOULIN AND NORTH SHORE RAILWAY COMPANY:		
Ontario Statute	70	1888
Act to incorporate.		
Ontario Statute	35	1889
Ss. 2 of sec. 1.		
Ontario Statute	87	1891
Act to amend Act to incorporate.		
Ontario Statute	90	1894
Ontario Statute	40	1897
Ss. 3 of sec. 1.		
Ontario Statute	91	1897
Ontario Statute	115	1900
Dominion Statute	64	1900
Act to incorporate.		
Ontario Statute	22	1901
Section 16.		
Ontario Statute	23	1901
Act respecting aid by Land Grant.		
Dominion Statute	74	1901
Ontario Statute	25	1902
Section 14.		
Dominion Statute	72	1902
Ontario Statute	7	1903
Section 56.		
Dominion Statute	148	1903
Ontario Statute	19	1904
See Preamble and ss. 2 of sec. 1.		
Dominion Statute	120	1905

	Cap.	Year.
Ontario Statute	19	1906
Section 36.		
Dominion Statute	123	1906
Dominion Statute	106	1907
Dominion Statute	63	1908
Ss. 5 of sec. 1.		
Dominion Statute	127	1908
Act respecting.		
Ontario Statute	72	1909
Act respecting.		
Dominion Statute	51	1910
Section 29.		
Dominion Statute	122	1910
Act respecting.		
Ontario Statute	17	1911
Section 15 (*d*) (2).		
Dominion Statute	111	1911
Act respecting changing its name to "The Algoma Eastern Railway Company."		

MARMORA RAILWAY AND MINING COMPANY:

Ontario Statute	119	1914
Act respecting.		
See Ontario, Belmont and Northern Ry. Co.		

MASKINONGE AND NIPISSING RAILWAY COMPANY:

Dominion Statute	79	1886
Act to incorporate, p. 61.		
Dominion Statute	82	1888
Act to amend the Act to incorporate, p. 166.		

MEDONTE TRAMWAY COMPANY:

Ontario Statute	55	1882
Act to incorporate.		

MERRICKVILLE AND WESTPORT RAILWAY COMPANY:

Ontario Statute	44	1870-71
Act to incorporate.		

METROPOLITAN STREET RAILWAY COMPANY:

See Toronto & York Radial Railway Company, 1898, cap. 66.		
Ontario Statute	84	1877
Act to incorporate.		
Ontario Statute	94	1893
Ontario Statute	108	1895
Ontario Statute	92	1897
Ontario Statute (T. & Y. R. R. Co.)	66	1908
Ontario Statute	116	1900
Ontario Statute	84	1901

MICHIGAN CENTRAL RAILWAY COMPANY:

Ontario Statute	33	1908
Sec. 67. Payment to Town of Essex.		
See Canada Southern Ry.		
Ontario Statute	119	1913
Act respecting St. Thomas.		
Ontario Statute	112	1914
See Act respecting City of Windsor.		

MIDDLESEX AND ELGIN INTER-URBAN COMPANY:

Ontario Statute	83	1902
Act to incorporate.		

MIDLAND JUNCTION RAILWAY COMPANY:

Ontario Statute	70	1884
Act to incorporate.		
Ontario Statute	73	1886

	Cap.	Year.
MIDLAND RAILWAY COMPANY OF CANADA:		
Formerly Port Hope, Lindsay and Beaverton Ry. Co.		
Ontario Statute	31	1869
Ontario Statute	51	1870-71
Act to authorize the M. Ry. Co. of Canada to consolidate its bonded debts, and to issue new bonds, and for other purposes.		
Ontario Statute	58	1871-72
Act to confirm the validity of certain by-laws passed in aid of the extension of the Midland Ry. Co. of Canada.		
Ontario Statute	90	1873
Ontario Statute	52	1874
Ontario Statute	22	1875-76
(39 Vic.), ss. 3 of sec. 2.		
Ontario Statute	49	1878
Ontario Statute	57	1880
Ontario Statute	67	1881
Ontario Statute	56	1882
Ontario Statute	67	1882
Act to consolidate certain railways under the name of "The Midland Railway of Canada."		
Ontario Statute	69	1884
Dominion Statute	65	1887
Ontario Statute	49	1888
Ontario Statute	62	1888
Ontario Statute	73	1891
Act respecting an agreement between the Midland Ry., the Grand Trunk Ry. Co. of Canada and the Village of Midland.		
Dominion Statute	47	1892
Leased to Grand Trunk.		
MIDLAND-SIMCOE RAILWAY COMPANY:		
Ontario Statute	140	1912
Act respecting.		
(Formerly Midland Terminal).		
MIDLAND TERMINAL RAILWAY COMPANY:		
Ontario Statute	105	1903
Act to incorporate.		
Ontario Statute	140	1912
Name changed to Midland-Simcoe Ry. Co.		
MIMICO SWITCH LINE RAILWAY COMPANY:		
Ontario Statute	88	1891
Act to incorporate.		
MINDEN AND MUSKOKA RAILWAY COMPANY:		
Dominion Statute	55	1897
Act to incorporate, p. 103.		
MINERAL AND TIMBER ELECTRIC RAILWAY COMPANY:		
Dominion Statute	93	1897
Act to incorporate.		
MINNIETAKIE, LAC SEUL AND ALBANY RIVER RAILWAY COMPANY:		
Ontario Statute	106	1903
Act to incorporate.		
MISSISSIPPI VALLEY RAILWAY COMPANY:		
Ontario Statute	57	1882
Act to incorporate.		
MONARCH RAILWAY COMPANY:		
Ontario Statute	144	1910
Act to incorporate.		
Ontario Statute	141	1912
Act respecting.		

	Cap.	Year.
MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY COMPANY:		
Dominion Statute	47	1871
Act to incorporate, p. 147.		
Ontario Statute	22	1875-76
Ss. of sec. 2, (39 Vic.)		
Ontario Statute	14	1877
Ss. 6 of sec. 1.		
Dominion Statute	28	1878
Act respecting, p. 41.		
Dominion Statute	57	1879
Act to amend the Acts incorporating the "Coteau and Province Line Railway & Bridge Company" and the "Montreal and City of Ottawa Junction Railway Company," and amending Acts, and to amalgamate the said Companies.		
Name changed to "Canada Atlantic Ry. Co."		
MONTREAL AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	76	1898
Act to incorporate, p. 71.		
Declared to be a work for the general advantage of Canada.		
MONTREAL AND LAKE VICTORIA RAILWAY COMPANY:		
Dominion Statute	122	1912
Act to incorporate.		
MONTREAL, NIPISSING AND GEORGIAN BAY RAILWAY COMPANY:		
Dominion Statute	97	1904
Act to incorporate, p. 171.		
MONTREAL NORTHERN COLONIZATION RAILWAY COMPANY:		
Dominion Statute	82	1873
Act respecting extensions of line of railway.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	71	1874
Act to enable the M. N. C. Ry. Co. to build a bridge over the Ottawa River, p. 310.		
Dominion Statute	68	1875
Act respecting, p. 52.		
Name changed to the "Montreal, Ottawa and Western Ry. Co."		
Dominion Statute	62	1883
Name changed to "Montreal and Western Ry. Co."		
Dominion Statute	67	1890
Confirming agreement with Canadian Pacific Ry. for lease of.		
Dominion Statute	49	1892
Time for construction extended.		
Leased to Canadian Pacific Railway.		
MONTREAL AND OTTAWA RAILWAY COMPANY:		
(Formerly the Vaudereuil and Prescott Ry. Co. See 1890, cap, 58.)		
Dominion Statute	96	1891
Act respecting, p. 135.		
Dominion Statute	85	1894
Act respecting, p. 121.		
Dominion Statute	25	1896
Act respecting, p. 37.		
Ontario Statute	40	1897
Ss. 2 of sec. 1.		
Dominion Statute	66	1900
Act respecting, p. 99.		
Leased to Canadian Pacific Railway.		
MONTREAL, OTTAWA AND WESTERN RAILWAY COMPANY:		
Dominion Statute	62	1883
Act respecting, and to change name to the "Montreal and Western Railway Company," p. 52.		

	Cap.	Year.
Dominion Statute	49	1892
Act respecting, p. 44.		
Leased to Canadian Pacific Railway.		
Morrisburg Electric Railway Company:		
Ontario Statute	84	1902
Act to incorporate.		
Ontario Statute	130	1908
Act to incorporate.		
Ontario Statute	136	1909
Act to incorporate.		
Ontario Statute	145	1910
Act respecting. Name changed to "Morrisburg and Ottawa Electric Railway Company."		
Morrisburg and Ottawa Electric Railway Company:		
Ontario Statute	142	1912
Act respecting.		
Ontario Statute	120	1914
Act respecting.		
Morrisburg Ferry and Dock Company:		
Dominion Statute	132	1910
Act to incorporate.		
Mount Forest, Markdale and Meaford Railway Company:		
Dominion Statute	60	1890
Act to incorporate, p. 46.		
Declared to be a work for the general advantage of Canada.		
Mount McKay, and Kakabeka Falls Railway Company:		
Ontario Statute	82	1904
Act to incorporate.		
Ontario Statute	131	1908
Ontario Statute	101	1911
Act respecting the Municipality of the Township of Paipoonge.		
Ontario Statute	143	1912
Act respecting.		

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Napanee, Tamworth and Quebec Railway Company:		
Name changed to "Kingston, Napanee & Western Ry." and now the "Bay of Quinte Ry. Co."		
Dominion Satute	67	1879
Act to incorporate.		
Ontario Statute	55	1883
Act respecting.		
Dominion Statute	62	1884
Act to amend the Act incorporating.		
Dominion Statute	68	1886
Ontario Statute	56	1887
See Preamble.		
Ontario Statute	63	1889
Dominion Statute	62	1890
Act respecting and to change name to "The Kingston, Napanee and Western Ry. Co."		
Ontario Statute	34	1893
Dominion Statute	15	1896
Amalgamation with the Bay of Quinte Ry. and Navigation Co. and to change name to "Bay of Quinte Railway Co."		
National Transcontinental Railway:		
Dominion Statute	71	1903
Act respecting the construction of, p. 455, Vol. 1.		
Under Dominion Jurisdiction.		

	Cap.	Year.
Dominion Statute	38	1912
Act respecting.		
Dominion Statute	39	1912
Act to amend.		
Dominion Statute	18	1915
Power to lease, G.T.P. branch.		
NEPIGON AND MANITOBA RAILWAY COMPANY:		
Dominion Statute	75	1874
Act to incorporate, p. 322.		
Declared that it would be of general benefit to the Dominion.		
NEPIGON RAILWAY COMPANY:		
Ontario Statute	98	1899
Act to incorporate.		
Ontario Statute	85	1902
Ontario Statute	25	1902
Ss. 9 of sec. 1.		
Dominion Statute	82	1902
Act to incorporate.		
Ontario Statute	83	1904
Dominion Statute	102	1904
Ontario Statute	101	1907
Page 655.		
Dominion Statute	63	1908
Ss. 4 of sec. 1.		
NEUTRAL LINK RAILWAY COMPANY:		
Dominion Statute	76	1874
Act to incorporate, p. 332.		
Declared to be a work for the general advantage of Canada.		
NEW ONTARIO RAILWAY COMPANY:		
Ontario Statute	86	1900
Act to incorporate.		
Ontario Statute	100	1905
NEW YORK, ST. LAWRENCE AND OTTAWA RAILWAY COMPANY:		
Dominion Statute	67	1888
Act to incorporate.		
NIAGARA DISTRICT, WELLANDPORT AND DUNNVILLE ELECTRIC RAILWAY CO.:		
Ontario Statute	85	1901
Act to incorporate.		
NIAGARA, DUNNVILLE AND ERIE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	101	1905
Act to incorporate.		
NIAGARA FALLS RAILWAY COMPANY:		
Ontario Statute	77	1885
Act to incorporate.		
NIAGARA FALLS AND LAKE ERIE RAILWAY COMPANY:		
Ontario Statute	79	1875-76
Act to incorporate.		
Ontario Statute	2	1877
Act to amend sec. 2.		
NIAGARA FALLS PARK AND RIVER RAILWAY COMPANY:		
See Buffalo Ry. Co., also International Ry. Co.		
Ontario Statute	96	1892
Act to incorporate.		
Dominion Statute	54	1900
Power to acquire the N. F. P. & R. Ry. Co.		
Ontario Statute	86	1901
Dominion Statute	43	1902
Name changed to "International Railway Co."		

	Cap.	Year.
NIAGARA FALLS, WESLEY PARK AND CLIFTON TRAMWAY COMPANY:		
Ontario Statute	87	1901
Note.—May lease or sell to the Niagara, St. Catharines and Toronto Railway Company.		
NIAGARA FALLS, WELLAND AND DUNNVILLE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	146	1910
Act to incorporate.		
Ontario Statute	144	1912
Act respecting.		
Ontario Statute	121	1914
Act respecting.		
NIAGARA FRONTIER ELECTRIC RAILWAY COMPANY:		
Ontario Statute	126	1911
Act respecting.		
NIAGARA, HAMILTON AND PACIFIC RAILWAY COMPANY:		
(Formerly the St. Catharines and Niagara Central Railway Co.)		
Dominion Statute	61	1895
NIAGARA PENINSULAR RAILWAY COMPANY:		
Ontario Statute	102	1907
Act to incorporate, p. 657.		
Ontario Statute	85	1908
Ontario Statute	137	1909
Act respecting.		
NIAGARA, QUEENSTON AND ST. CATHARINES RAILWAY COMPANY:		
Dominion Statute	162	1903
Act to incorporate, p. 299, Vol. 2.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	131	1906
Act respecting.		
NIAGARA RIVER RAILWAY COMPANY:		
Ontario Statute	89	1891
Act to incorporate.		
NIAGARA AND ST. CATHARINES RAILROAD AND STEAMBOAT COMPANY:		
Ontario Statute	73	1877
Act to incorporate.		
Ontario Statute	88	1877
Section 2 to amend cap. 73.		
Note.—May be controlled by the Niagara, St. Catharines & Toronto Railway Company.		
NIAGARA AND ST. CATHARINES STREET RAILWAY COMPANY:		
1888, 4th February, incorporated by letters patent under Ontario Joint Stock Company's Act and Street Railway Act, 1883.		
Ontario Statute	80	1889
NIAGARA, ST. CATHARINES AND TORONTO RAILWAY COMPANY:		
Dominion Statute	77	1899
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Sec. 8. "The Company may acquire the St. Catharines and Niagara Central Railway."		
Dominion Statute	76	1901
May acquire, by agreement of lease or purchase, "The Niagara Falls, Wesley Park and Clifton Tramway Co.," the "Port Dalhousie, St. Catharines and Thorold Electric Railway Co., Limited," the "Hamilton, Grimsby and Beamsville Electric Railway Company."		
Dominion Statute	83	1902
May acquire hold and dispose of stock, bonds or other securities of the "Niagara, St. Catharines and Toronto Navigation Co."		
Dominion Statute	132	1905
Refers to right of way over Burlington Beach.		

	Cap.	Year.
Dominion Statute	132	1906
Dominion Statute	134	1908
Act respecting.		
Dominion Statute	159	1913
Act respecting.		

NIAGARA, WELLAND AND LAKE ERIE RAILWAY COMPANY:

Dominion Statute	119	1911
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	60	1915
See Act Town of Welland.		

NICKEL BELT RAILWAY COMPANY:

Ontario Statute	117	1900
Act to incorporate.		

NICKEL RANGE RAILWAY COMPANY:

Ontario Statute	99	1899
Act to incorporate.		
Ontario Statute	147	1910
Act to incorporate.		

NIPIGON RAILWAY COMPANY:

Dominion Statute	51	1910
Section 34.		

NIPISSING CENTRAL RAILWAY COMPANY:

Dominion Statute	112	1907
Act to incorporate.		
Dominion Statute	63	1908
Ss. 53 of sec. 1.		
Dominion Statute	135	1908
Act respecting.		
Dominion Statute	160	1913
Act respecting.		

NIPISSING AND JAMES BAY RAILWAY COMPANY:

Ontario Statute	35	1889
Ss. 4 of sec. 1.		
Dominion Statute	51	1892
Act respecting, p. 47.		
Repealed, see 1896, cap. 30, below.		
Dominion Statute	30	1896
Act to consolidate and amend certain Acts relating to the N. and J. B. Ry. Co., p. 53.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	22	1898
Ss. 5 of sec. 1.		
Dominion Statute	78	1899
Act respecting, p. 133.		
Note.—1896, cap. 30, 1st Session revived.		
Dominion Statute	68	1900
Act respecting, p. 105.		
Dominion Statute	165	1903
Act respecting, p. 309, Vol. 2.		

NIPISSING AND OTTAWA RAILWAY COMPANY:

Dominion Statute	84	1902
Act to incorporate, p. 151.		
Declared to be a work for the general advantage of Canada.		

NIPISSING AND PONTIAC RAILWAY COMPANY:

Dominion Statute	166	1903
Act to incorporate, p. 311, Vol. 2.		

NORFOLK RAILWAY COMPANY:

Ontario Statute	58	1868-69
Act to incorporate.		
Under jurisdiction of Dominion authorities.		

	Cap.	Year.
Ontario Statute	52	1870-71
Ontario Statute	52	1871-72
Act to revive and amend the Act incorporating.		
Ontario Statute	92	1873
Act further to amend the Act incorporating.		
Ontario Statute	53	1874
Act to amend the several Acts relating to the N. Ry. Co., and to change the name to the Brantford, Norfolk and Port Burwell Ry. Co. See Brantford, Norfolk and Port Burwell Ry. Co., 1879, cap. 54.		
See Grand Trunk Railway.		

NORFOLK AND ELGIN RAILWAY COMPANY:

Dominion Statute	67	1914
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		

NORTH GREY RAILWAY COMPANY:

Ontario Statute	36	1870-71
Act to incorporate.		
See Ontario Statutes, 1871-72 (35 Vic.), cap. 43.		
See also Toronto, Simcoe and Muskoka Junction Railway, 34 Vic., cap. 53, Ontario Statutes.		

NORTH LANARK RAILWAY COMPANY:

Ontario Statutes	100	1899
Act to incorporate.		
Ontario Statute	107	1903
Act to amend the Act incorporating.		
Ontario Statute	132	1908

NORTH MIDLAND RAILWAY COMPANY:

Act to incorporate.		
Ontario Statute	84	1904
Ontario Statute	112	1906
Ontario Statute	133	1908
Ontario Statute	148	1910
Act respecting.		
Ontario Statute	145	1912
Act respecting.		
Ontario Statute	106	1914
Act respecting.		

NORTH SIMCOE RAILWAY COMPANY:

Ontario Statute	54	1874
Act to incorporate (37 Vic.).		
Ontario Statute	53	1874
Act to amend the Act incorporating (38 Vic.).		
Ontario Statute	75	1877
Ontario Statute	16	1878
Ss. 3 of sec. 2.		
Ontario Statute	58	1880
Act to amend the Acts incorporating.		

NORTH-WEST NAVIGATION AND RAILWAY COMPANY:

Dominion Statute	87	1868
Act to amend the Act for incorporation, p. 364.		
Incorporated under 25 Vic., cap. 67.		

NORTHERN QUEBEC COLONIZATION RAILWAY COMPANY:

Dominion Statute	138	1910
Act to incorporate.		

NORTHERN RAILWAY COMPANY OF CANADA:

Dominion Statute	86	1868
Act respecting, p. 360.		

	Cap.	Year.
Dominion Statute	45	1871
Act to authorize the N. Ry. Co. to make agreements for the leasing, using and working of the lines of railway of other companies, p. 138.		
Dominion Statute	66	1872
Act respecting, p. 239.		
Dominion Statute	65	1875
Act to rearrange the capital of the N. Ry. Co. of Canada, to consolidate the enactments relating to the said Company, to enable the said Company to change the gauge of its railway and to amalgamate with the Northern Extension Railways Company, and for other purposes, p. 27.		
Dominion Statute	23	1875
Act respecting the lien of the Dominion on the Northern Railway of Canada, p. 180, "D."		
Dominion Statute	6	1876
Amending 38 V., c. 23, Lien of Dominion, "D."		
Dominion Statute	47	1877
Act respecting.		
Dominion Statute	57	1877
Act respecting, p. 13.		
Dominion Statute	26	1878
Act respecting, p. 9.		
Ontario Statute	58	1880
Agreement for amalgamation, etc.		
Ontario Statute	66	1881
Joint working with H. & N. W. Ry. Co.		
Dominion Statute	38	1881
Act respecting, p. 10.		
Dominion Statute	39	1881
Act respecting, p. 28.		
Dominion Statute	56	1883
Power to issue perpetual debenture stock, and as to rank of stock or bonds.		
Dominion Statute	65	1884
Act respecting, p. 87.		
See Toronto, Simcoe and Muskoka Junction Railway.		
Now part of Grand Trunk System.		
NORTHERN EXTENSION RAILWAY COMPANY:		
Ontario Statute	43	1871-72
Act to amalgamate the "Toronto, Simcoe and Muskoka Junction Ry. Co." and the "North Grey Ry. Co.," under the name of "The Northern Extension Railway Company."		
See Northern Railway, Dominion Statute, 1875, cap. 65.		
Declared to be a work for the general advantage of Canada.		
NORTHERN AND NORTH-WESTERN JUNCTION RAILWAY COMPANY:		
Ontario Statute	58	1882
Act to incorporate.		
Dominion Statute	67	1884
See Grand Trunk Railway Company.		
NORTHERN AND NORTH-WESTERN AND SAULT STE. MARIE RAILWAY COMPANY:		
Dominion Statute	45	1881
Act to incorporate, p. 51.		
Declared it *would be of general benefit to the Dominion.*		
Dominion Statute	67	1883
Act to amend the Act to incorporate the N. N. W. and S. S. M. Ry. Co., and to change the name of said Company to the "Northern and Pacific Junction Railway Company," p. 58.		
Part of Grand Trunk System.		
NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY:		
Dominion Statute	67	1883
Dominion Statute	76	1886
Act respecting, p. 43.		
Ontario Statute	74	1887

	Cap.	Year.
Ontario Statute	92	1891
Ontario Statute	49	1894
Ss. 2 of sec. 1 and 5.		
Ontario Statute	23	1899
Sec. 11.		
See Grand Trunk Railway Company.		
NORWOOD AND APSLEY RAILWAY COMPANY:		
Ontario Statute	88	1901
Act to incorporate.		
Ontario Statute	22	1901
Ss. 4 of sec. 1.		
NOSBONSING AND NIPISSING RAILWAY COMPANY:		
Ontario Statute	74	1886
Act to incorporate.		

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OAKVILLE, MILTON AND GUELPH RAILWAY COMPANY:		
Ontario Statute	39	1870-71
Act to incorporate.		
OMEMEE, BOBCAYGEON AND NORTH PETERBOROUGH JUNCTION RAILWAY COMPANY:		
Ontario Statute	61	1871-72
Act to incorporate.		
Ontario Statute	93	1873
Ontario Statute	52	1874
Sec. 1.		
Ontario Statute	55	1874
ONTARIO AND ABITIBI RAILWAY COMPANY:		
Dominion Statute	120	1911
Act to incorporate.		
ONTARIO, BELMONT AND NORTHERN RAILWAY COMPANY:		
Ontario Statute	90	1891
Act to incorporate.		
Ontario Statute	106	1896
Act to amend the Act incorporating.		
Ontario Statute	48	1896
Ss. 1 of sec. 1.		
Ontario Statute	23	1899
Ss. 7 of sec. 1.		
Ontario Statute	118	1900
Name changed to the "Marmora Railway and Mining Company."		
See Cobourg, Peterborough and Marmora Railway Company.		
Operated by Central Ontario Railway.		
ONTARIO CENTRAL RAILWAY COMPANY:		
Ontario Statute	56	1874
Act to incorporate.		
Ontario Statute	64	1879
Act to incorporate anew.		
ONTARIO ELECTRIC RAILWAY COMPANY:		
Ontario Statute	87	1902
Act to incorporate.		
Ontario Statute	108	1903
Act to amend the Act incorporating.		
Ontario Statute	102	1905
ONTARIO, HUDSON'S BAY AND WESTERN RAILWAY COMPANY:		
(Formerly Sault Ste. Marie and Hudson's Bay Ry. Co.)		
Dominion Statute	78	1901
Declared to be a work for the general advantage of Canada.		

	Cap.	Year.
Ontario Statute	88	1902
Ontario Statute	10	1904
Sec. 73.		
Dominion Statute	138	1905
Ontario Statute	23	1907
Sec. 42.		
Dominion Statute	114	1907
Act respecting.		
Ontario Statute	33	1908
Sec 57.		
ONTARIO, HUDSON'S BAY AND WESTERN RAILWAY COMPANY:		
Dominion Statute	116	1909
Act respecting.		
Ontario Statute	26	1910
Section 20.		
Dominion Statute	121	1911
Act respecting.		
Ontario Statute	17	1911
Sections 17 and 18.		
ONTARIO INTERURBAN RAILWAY COMPANY:		
Ontario Statute	103	1907
Act to incorporate, p. 660.		
Ontario Statute	138	1909
Act respecting.		
ONTARIO, MANITOBA AND WESTERN RAILWAY COMPANY:		
Dominion Statute	61	1889
Act to incorporate p. 40.		
ONTARIO-MICHIGAN RAILWAY COMPANY:		
Dominion Statute	122	1911
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	165	1913
Act respecting.		
ONTARIO MINERAL RAILWAY COMPANY:		
Ontario Statute	80	1875-76
Act to incorporate.		
ONTARIO NORTHERN AND TIMAGAMI RAILWAY COMPANY:		
(Formerly Timagami Ry. Co.)		
Dominion Statute	161	1905
Dominion Statute	136	1906
Dominion Statute	63	1908
Ss. 6 of sec. 1.		
Dominion Statute	51	1910
Section 35.		
Dominion Statute	123	1911
Act respecting.		
ONTARIO AND OTTAWA RAILWAY COMPANY:		
Dominion Statute	139	1910
Act to incorporate.		
Dominion Statute	126	1912
Act respecting.		
ONTARIO PACIFIC RAILWAY COMPANY:		
Dominion Statute	78	1882
Act to incorporte, p. 91.		
Declared to be a work for the general advantage of Canada.		
Name changed to the "Ottawa and New York Ry. Co."		
Dominion Statute	66	1883
Act to amend the Act to incorporate, p. 57.		
Dominion Statute	57	1884
Act further to amend the Act to incorporate, p. 46.		
Dominion Statute	19	1885
Act respecting, p. 17.		

	Cap.	Year.
Dominion Statute	58	1887
Act respecting, p. 28.		
Dominion Statute	57	1890
Act respecting, p. 41.		
Dominion Statute	52	1892
Act respecting, p. 49.		
Dominion Statute	57	1897
Act respecting and to change name to the "Ottawa and New York Railway Company," p. 111.		
Dominion Statute	82	1898
Act respecting, p. 91.		
Ontario Statute	22	1898
Sec. 8.		
Dominion Statute	141	1905
Act respecting, p. 451.		
ONTARIO AND PACIFIC JUNCTION RAILWAY COMPANY:		
Dominion Statute	74	1874
Act to incorporate, p. 319.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	58	1879
Act to amend the Act to incorporate, p. 24.		
Dominion Statute	51	1880
Act to amend the Act to incorporate.		
Dominion Statute	41	1881
Act respecting, p. 31.		
ONTARIO AND QUEBEC RAILWAY COMPANY:		
Dominion Statute	48	1871
Act to incorporate, p. 152.		
Dominion Statute	44	1881
Act to incorporate, p. 39.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	58	1883
Act to amend Act to incorporate, p. 35.		
Dominion Statute	54	1884
Act to confirm the lease of the O. & Q. Ry. to the Canadian Pacific Railway Company, and for other purposes.		
Dominion Statute	61	1884
Act respecting, p. 51.		
Dominion Statute	62	1887
Act respecting, p. 34.		
Dominion Statute	53	1888
Act respecting, p. 19.		
Dominion Statute	71	1889
Act to ratify an exchange of land between the O. & Q. Ry. Co. and the land Security Co., p. 70.		
Leased to Canadian Pacific Railway Co.		
ONTARIO AND RAINY RIVER RAILWAY COMPANY:		
See Port Arthur, Duluth and Western Ry. Co.		
Ontario Statute	75	1886
Act to incorporate.		
Ontario Statute	35	1889
Ss. 1 of sec. 1.		
Ontario Statute	46	1890
Ss. 1 of sec. 1 and 2.		
Dominion Statute	82	1891
Declared to be a work for the general advantage of Canada.		
Ontario Statute	41	1892
Ontario Statute	49	1894
Ss. 4 of sec. 1 and 5.		
Ontario Statute	36	1895
Ss. 4 of sec. 1 and 5.		
Ontario Statute	40	1897
Ss. 1 of sec. 1.		
Dominion Statute	81	1898
Ontario Statute	22	1898
Ss. 1 of sec. 1.		

	Cap.	Year.
Ontario Statute	23	1899
Ss. 4 of sec. 1.		
Ontario Statute	24	1899
Dominion Statute	80	1899
Ontario Statute	29	1900
Dominion Statute	69	1900
ONTARIO, SAULT MARIE RAILWAY COMPANY:		
Ontario Statute	68	1881
Act to incorporate.		
Ontario Statute	67	1882
See Midland Ry. of Canada (Schedule), p. 257.		
Ontario Statute	78	1887
Dominion Statute	61	1887
Declared to be a work for the general advantage of Canada.		
Ontario Statute	109	1903
Ontario Statute	134	1908
Ontario Statute	17	1911
Section 64.		
ONTARIO SHIP RAILWAY COMPANY:		
Ontario Statute	97	1892
Act to incorporate.		
See 38 Vic., cap. 50, 1874.		
Ontario Statute	94	1897
Act to amend the Act to incorporate.		
ONTARIO TRACTION COMPANY:		
Ontario Statute	..	1903
Ontario Traction Company, Limited, incorporated under the Ontario Companies Act by letters patent, bearing date the 17th day of November, 1903.		
See Windsor and Tecumseh Electric Ry. Co., cap. 111, 1903.		
ONTARIO WEST SHORE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	113	1906
See Huron, Bruce and Grey Electric Ry. Co., 1903, cap. 98, Ont. Statute.		
Ontario Statute	135	1908
Ontario Statute	139	1909
Act respecting.		
Name changed to the Ontario West Shore Ry. Co.		
ONTARIO WEST SHORE RAILWAY COMPANY:		
Ontario Statute	135	1913
Act respecting.		
Ontario Statute	122	1914
Act respecting.		
OSHAWA RAILWAY COMPANY:		
Dominion Statute	92	1887
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	24	1887
Subsidy Act, aid to the Oshawa Ry. Co.		
Dominion Statute	91	1891
Act to revive and amend the Act to incorporate the Oshawa Ry. and Navigation Co., and to change the name thereof to "The Oshawa Railway Co."		
Name changed as above.		
Dominion Statute	8	1891
Subsidy Act, aid to the O. Ry. Co.		
Dominion Statute	2	1893
Subsidy Act, aid to O. Ry. Co.		
Ontario Statute	73	1893
Act respecting an agreement between the Town of Oshawa and the Oshawa Ry. Co., and for other purposes.		

	Cap.	Year.
Ontario Statute	109	1895
Act respecting the Oshawa Ry. Co. and the Township of East Whitby.		
Ontario Statute	110	1895
Act respecting.		
Dominion Statute	56	1895
Dominion Statute	70	1900
Ontario Statute	97	1911
Act respecting the Town of Oshawa.		

OTTAWA AND ARNPRIOR JUNCTION RAILWAY COMPANY:

Dominion Statute	74	1882
Act to incorporate, p. 54.		

OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY COMPANY:

Dominion Statute	93	1891
An Act amalgamating the Ottawa and Parry Sound Ry. Co. and the Ottawa, Arnprior and Renfrew Ry. Co., under the name of "The Ottawa, Arnprior & Parry Sound Ry. Co."		
Dominion Statute	8	1896
An Act amalgamating the Ottawa, Arnprior & Parry Sound Ry. Co. and the Parry Sound Colonization Ry. Co. under the name of the Ottawa, Arnprior and Parry Sound Ry. Co.		
See Canada Atlantic.		

OTTAWA, ARNPRIOR AND RENFREW RAILWAY COMPANY:

Ontario Statute	71	1888
Act to incorporate.		
Ontario Statute	91	1891
Act to amend Act to incorporate.		
Agreements for amalgamation or for leasing or selling to other Cos.		
See Dominion Statute 1891, cap. 93.		
Name changed to "The Ottawa, Arnprior & Parry Sound Ry. Co."		
Dominion Statute	8	1896
Declared to be a work for the general advantage of Canada.		
Sec. 3, also preamble.		

OTTAWA AND AYLMER RAILWAY AND BRIDGE COMPANY:

Dominion Statute	58	1895
Act to incorporate, p. 55.		
Declared to be a work for the general advantage of Canada.		

OTTAWA, BROCKVILLE AND ST. LAWRENCE RAILWAY COMPANY:

Dominion Statute	71	1900
Act to incorporate, p. 111.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	109	1904
Act respecting, p. 205.		
Dominion Statute	137	1906
Act respecting.		
Dominion Statute	88	1902
Act respecting, p. 165.		
Dominion Statute	140	1908
Act respecting.		
Dominion Statute	140	1910
Act respecting.		
Dominion Statute	127	1912
Act respecting.		

OTTAWA CITY PASSENGER RAILWAY COMPANY:

Dominion Statute	..	1866
Act to incorporate (29 and 30 Vic.)		
Ontario Statute	45	1868
Act to amend Act to incorporate.		
Ontario Statute	..	1891
Ottawa Electric St. Ry. Co., was on 13th day of Feb., 1891, incorporated by letters patent under the Joint Stock Co's Act and Street Ry. Act.		
Dominion Statute	53	1892

	Cap.	Year.
Declared to be a work for the general advantage of Canada, but the operation of so much of the Co's line of Ry. as may be within the Prov. of Ont. by any new or additional powers conferred by this Act, shall be subject to the Statutes of Ont. in force from time to time in relation to Street Rys.		
Ontario Statute	76	1894
Act to confirm an agreement between the City of Ottawa & the O. C. P. Ry. Co. and the Ottawa Elec. St. Ry. Co.		
Dominion Statute	86	1894
Act to confirm an agreement between the O. C. P. Ry. Co. and the O. El. St. Ry. Co., and an agreement between the said companies and the Corporation of the City of Ottawa, and to unite said companies under the name of "The Ottawa Electric Railway Company."		
Dominion Statute	82	1899
Dominion Statute	171	1903
Dominion Statute	140	1905
See Metropolitan Railway of Ottawa, 28 August, 1891, Ont., letters patent.		
Ottawa and Dundas Railway Company:		
Ontario Statute	119	1900
Act to incorporate.		
Ottawa Electric Railway Company:		
Ontario Statute	98	1911
Act respecting the City of Ottawa.		
Dominion Statute	167	1913
Act respecting.		
Ottawa and Gatineau Valley Railway Company:		
Dominion Statute	74	1887
Act respecting, p. 85.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	87	1894
Act to consolidate and amend certain Acts relating to the Ottawa and Gatineau Valley Ry. Co., and to change the name of the Co. to the Ottawa and Gatineau Railway Co., p. 147.		
Dominion Statute	31	1896
Dominion Statute	58	1897
Act respecting, p. 113.		
See cap. 70, page 143.		
Dominion Statute	83	1899
Act respecting, p. 159.		
Dominion Statute	80	1901
Act respecting the O. & G. Ry. Co., and to change its name to "The Ottawa, Northern & Western Ry. Co.," p. 129.		
See the "Ottawa, Northern & Western Ry.," also the Pontiac Pacific Junction Ry. Co.		
Ottawa and Lake MacGregor Railway Company:		
Dominion Statute	128	1912
Act to incorporate.		
Dominion Statute	129	1912
Act to amend Act to incorporate.		
Ottawa, Montreal and Eastern Railway Company:		
Dominion Statute	141	1910
Act to incorporate.		
Dominion Statute	130	1912
Act respecting.		
Dominion Statute	131	1912
Act to amend Act respecting.		
Ottawa, Morrisburg and New York Railway Company:		
Dominion Statute	66	1890
Act to incorporate, p. 58.		
Ottawa and New York Railway Company:		
Dominion Statute	57	1897
Act respecting the Ontario Pacific Ry. Co., and to change the name of the Company to the O. & N. Y. Ry. Co.		
See the Ontario Pacific Ry. Co.		

	Cap.	Year.
Ontario Statute	22	1898
Sec. 8.		
Ontario Statute	67	1899
See Ottawa City By-law.		
Dominion Statute	50	1915
Act respecting.		
OTTAWA, NORTHERN AND WESTERN RAILWAY COMPANY:		
Dominion Statute	89	1902
Act to amend Acts relating to O. N. & W. Ry. Co., p. 167.		
Dominion Statute	173	1903
Act respecting, p. 335.		
Amalgamate with the Pontiac Pacific Junction Ry. Co. under above name.		
Dominion Statute	111	1904
Act respecting, p. 313.		
Dominion Statute	142	1905
Act respecting, p. 453.		
See Ottawa and Gatineau Valley Ry.		
Dominion Statute	80	1901
Dominion Statute	118	1909
Act respecting.		
Dominion Statute	143	1910
Act respecting.		
Dominion Statute	125	1911
Act respecting.		
Dominion Statute	132	1912
Act respecting.		
Dominion Statute	170	1913
Act respecting.		
Dominion Statute	101	1914
Act respecting.		
OTTAWA AND PARRY SOUND RAILWAY COMPANY:		
Dominion Statute	65	1888
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	46	1890
Ss. 2 of sec. 1.		
Dominion Statute	93	1891
Act amalgamating the O. & P. S. Ry. Co. & the Ottawa, Arnprior and Renfrew Ry. Co. under the name of "The Ottawa, Arnprior & Parry Sound Ry. Co."		
Ontario Statute	34	1893
Ss. 2 of sec. 1 and 4.		
Ontario Statute	76	1893
Act to authorize City of Ottawa to issue certain debentures in aid of the Ottawa, Arnprior & Parry Sound Ry. Co.		
Ontario Statute	49	1894
Ss. 3 of sec. 1 and 5.		
Ontario Statute	36	1895
Ss. 1 of sec. 1 and 5.		
Dominion Statute	57	1895
Act respecting O. A. & P. S. Ry. Co.		
Ontario Statute	48	1896
Ss. 4 of sec. 1.		
Dominion Statute	8	1896
Act amalgamating the O. A. & P. S. Ry. Co. & the P. S. Ry. Co. under the name of the O. A. & P. S. Ry. Co.		
See sec. 3, "All the line of Ry. & Branch Rys. authorized to be laid out, constructed and operated by the said Acts of the said Parliament and Legislature respectively are hereby *declared to be works for the general advantage of Canada.*"		
Ontario Statute	40	1897
Ss. 5 of sec. 1.		
Dominion Statute	81	1899
Act to amalgamate the Ottawa, Arnprior and Parry Sound Ry. Co. and the Canada Atlantic Ry. Co. under the name of Canada Atlantic Ry. Co.		
See Parry Sound Colonization Ry. Co.		

	Cap.	Year.
OTTAWA, RIDEAU VALLEY AND BROCKVILLE RAILWAY COMPANY:		
Dominion Statute	144	1910
Act to incorporate.		
OTTAWA, RIDEAU LAKES AND KINGSTON RAILWAY COMPANY:		
Ontario Statute	123	1914
Act respecting.		
OTTAWA RIVER RAILWAY COMPANY:		
Dominion Statute	172	1903
Act to incorporate.		
Ontario Statute	85	1904
Act to incorporate.		
Dominion Statute	112	1904
Act respecting.		
Ontario Statute	103	1905
Act to amend Act to incorporate.		
Dominion Statute	79	1905
Name changed to the "Central Ry. Co. of Canada."		
Dominion Statute	79	1906
Act respecting.		
OTTAWA AND ST. LAWRENCE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	140	1909
Act to incorporate.		
Ontario Statute	128	1911
Act respecting.		
Ontario Statute	136	1913
Act respecting.		
OTTAWA, SMITH'S FALLS AND KINGSTON RAILWAY COMPANY:		
Ontario Statute	127	1911
Act to incorporate.		
Ontario Statute	146	1912
Act respecting.		
OTTAWA TERMINAL RAILWAY COMPANY:		
Dominion Statute	117	1907
Act to incorporate.		
Dominion Statute	171	1913
Act respecting.		
OTTAWA AND THOUSAND ISLANDS RAILWAY COMPANY:		
Ontario Statute	79	1887
Act to incorporate.		
Ontario Statute	74	1887
May amalgamate.		
See Brockville, Westport & Sault Ste. Marie Ry. Co.		
Ontario Statute	72	1888
Act to amend Act to incorporate.		
OTTAWA VALLEY RAILWAY COMPANY:		
Dominion Statute	54	1892
Act to incorporate.		
See Atlantic & Lake Superior Ry. Co.		
Declared to be a work for the general advantage of Canada.		
OTTAWA, VAUDREUIL AND MONTREAL RAILWAY COMPANY:		
Dominion Statute	46	1871
Dominion Statute	69	1872
Act to grant additional powers to the Ottawa, Vaudreuil & Montreal Ry. Co.		
Dominion Statute	60	1877
Act concerning the O. V. & M. Ry. Co.		
Extension of time.		
OTTAWA, WADDINGTON AND NEW YORK RAILWAY & BRIDGE COMPANY:		
Dominion Statute	77	1882
Act to incorporate, p. 74.		

	Cap.	Year.
Dominion Statute	58	1884
Act to amend Act to incorporate, p. 47.		
Dominion Statute	59	1885
Subsidy Act.		
Dominion Statute	55	1892
Act to revive and amend Acts respecting, p. 57.		
OWEN SOUND AND LAKE HURON RAILWAY COMPANY:		
Dominion Statute	61	1890
Act to incorporate, p. 348.		
Declared to be a work for the general advantage of Canada.		
OWEN SOUND AND MEAFORD RAILWAY COMPANY:		
Dominion Statute	144	1905
Act to incorporate, p. 457.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	141	1908
Act respecting.		
OWEN SOUND, SHALLOW LAKE AND WIARTON RAILWAY COMPANY:		
Ontario Statute	105	1907
Act to incorporate, p. 666.		
P.		
PACIFIC AND ATLANTIC RAILWAY COMPANY:		
Ontario Statute	76	1886
Act to incorporate.		
Ontario Statute	120	1900
Ontario Statute	89	1902
Ontario Statute	104	1905
Dominion Statute	138	1906
In this Act the expression "the Company" means the body politic and corporate created by chapter 76 of the Statutes of Ontario of 1886, and continued by the said amendments thereto, and the lines of railway, except the branch lines therein mentioned, which the Company is thereby empowered to construct are hereby *declared to be works for the general advantage of Canada.*		
Dominion Statute	142	1908
Act respecting.		
Dominion Statute	145	1910
Act respecting.		
Dominion Statute	133	1912
Act respecting.		
PACIFIC JUNCTION RAILWAY COMPANY:		
Ontario Statute	45	1871-72
Act to incorporate.		
PARRY SOUND COLONIZATION RAILWAY COMPANY:		
Ontario Statute	78	1885
Act to incorporate.		
Ontario Statute	73	1888
Act to amend Act to incorporate.		
Ontario Statute	35	1889
Ss. 3 of sec. 1.		
Ontario Statute	46	1890
Sec. 4.		
Ontario Statute	123	1890
Act to amend Act to incorporate.		
Ontario Statute	92	1891
Act to amend Act to incorporate.		
Ontario Statute	41	1892
Sec. 4 and 6.		
Ontario Statute	95	1893
Act to amend Act to incorporate.		
See amalgamation with Ottawa, Arnprior & Parry Sound Ry. Co., 1896, cap. 8, of the Dominion Statute.		
Also see Ottawa and Parry Sound Ry. Co.		

	Cap.	Year.
PEMBROKE AND OTTAWA RAILWAY COMPANY:		
Ontario Statute	47	1870-71
Act to incorporate.		
PEMBROKE RADIAL RAILWAY COMPANY:		
Ontario Statute	114	1906
Act to incorporate.		
PEMBROKE SOUTHERN RAILWAY COMPANY:		
Ontario Statute	96	1893
Act to incorporate.		
Ontario Statute	91	1894
Act to amend Act to incorporate.		
Ontario Statute	107	1896
Act to amend Act to incorporate.		
Ontario Statute	48	1896
Ss. 3 of sec. 1 and 5.		
Dominion Statute	4	1897
Subsidy Act.		
Ontario Statute	22	1898
Ss. 2 of sec. 1.		
Ontario Statute	90	1902
Ontario Statute	25	1902
Ss. 1 of sec. 1.		
Ontario Statute	115	1906
Ontario Statute	106	1907
P. 668.		
Cannot enter an agreement with the Canada Atlantic or Grand Trunk Ry. Cos. without having said agreement approved by the Ont. Railway and Municipal Board.		
PENETANGUISHENE AND MIDLAND ELECTRIC STREET RY., LIGHT AND POWER COMPANY, LIMITED:		
Incorporated by letters patent, 3rd June, 1893.		
Ontario Statute	36	1895
Ss. 3 of sec. 1.		
PENETANGUISHENE AND ORILLIA RAILWAY COMPANY:		
Ontario Statute	105	1905
Act to incorporate.		
PEOPLE'S RAILWAY COMPANY:		
Ontario Statute	141	1909
Act to incorporate.		
Ontario Statute	149	1910
Act respecting.		
Ontario Statute	129	1911
Act respecting.		
Ontario Statute	90	1911
Act respecting the City of Guelph.		
Dominion Statute	129	1911
Act respecting.		
Declared to be a work for the general advantage of Canada.		
PERTH AND HURON RADIAL RAILWAY COMPANY:		
Ontario Statute	106	1905
Act to incorporate.		
PETERBOROUGH AND CHEMONG LAKE RAILWAY COMPANY:		
Ontario Statute	74	1888
Act to incorporate.		
PETERBOROUGH AND HALIBURTON RAILWAY COMPANY:		
Ontario Statute	61	1868-69
Act to incorporate.		
Ontario Statute	40	1869
Act to amend Act to incorporate.		
Ontario Statute	48	1871
See Grand Junction Ry.		

	Cap.	Year.
Ontario Statute Act to amend Act to incorporate.	49	1870-71
Peterborough Radial Railway Company:		
Ontario Statute Act to incorporate.	91	1902
Ontario Statute	116	1906
Ontario Statute Act respecting.	142	1909
Ontario Statute Act respecting.	124	1914
Peterborough, Sudbury & Sault Ste. Marie Railway Company:		
Dominion Statute Act to incorporate.	63	1891
Petrolia Rapid Railway Companys.		
Ontario Statute Act to incorporate.	92	1902
Ontario Statute	110	1903
Ontario Statute Page 671.	107	1907
Pontiac Central Railway Company:		
Quebec Statute Act to incorporate.	85	1907
Dominion Statute	146	1908
Dominion Statute Act respecting.	130	1911
Pontiac and Interprovincial Railway Company:		
Dominion Statute Act to incorporate, p. 225.	116	1904
Pontiac and Ottawa Railway Company:		
Dominion Statute Act to incorporate, p. 161.	88	1894
Dominion Statute Subsidy Act.	4	1894
Pontiac Pacific Railway Company:		
Dominion Statute Act to incorporate, p. 30.	55	1880
Dominion Statute Act to amend Act to incorporate and to authorize the said Company to erect a bridge over the River Ottawa, p. 27.	69	1882
Dominion Statute Act to amend Act to incorporate, p. 81.	73	1887
Dominion Statute Act respecting, p. 97.	82	1889
Dominion Statute Act respecting, p. 78.	68	1890
Dominion Statute Act respecting, p. 58.	56	1892
Dominion Statute Act respecting, p. 61.	31	1896
Dominion Statute Act respecting, p. 161.	84	1899
Dominion Statute Act respecting, p. 115.	72	1900
Pontiac and Renfrew Railway Company:		
Dominion Statute Act to incorporate.	66	1888
Porcupine Rand Belt Electric Railway Company:		
Ontario Statute Act to incorporate.	147	1912
Ontario Statute Section 70.	21	1914

	Cap.	Year.
PORT ARTHUR, DULUTH AND WESTERN RAILWAY COMPANY:		
Formerly Thunder Bay Colonization Ry. Co.		
Ontario Statute	75	1888
Act to further amend the Acts respecting.		
See Thunder Bay Colonization Ry. Co., 1887, cap. 83, Ont. Statute.		
Dominion Statute	84	1888
Declared to be a work for the general advantage of Canada.		
Ontario Statute	46	1890
Sec. 2.		
Dominion Statute	76	1890
Ontario Statute	91	1890
Ontario Statute	41	1892
Sec. 1 and 6.		
Dominion Statute	59	1893
PORT ARTHUR MUNICIPAL RAILWAY:		
Ontario Statute	88	1914
See Act respecting City of Port Arthur.		
See Port Arthur and Fort William Ry. Co.		
PORT ARTHUR AND FORT WILLIAM RAILWAY COMPANY:		
Ontario Statute	93	1891
Act to incorporate.		
Ontario Statute	78	1891
Act respecting Town of Port Arthur, sec. 15.		
Ontario Statute	70	1892
Sec. 20.		
Ontario Statute	82	1892
Act respecting.		
Ontario Statute	78	1893
Ontario Statute	73	1895
Act respecting Town of Port Arthur.		
Ontario Statute	73	1899
Rates of fare on Electric Ry., etc.		
Ontario Statute	65	1901
Ontario Statute	76	1903
Ontario Statute	80	1908
Re arbitration of part of line in Fort William.		
Ontario Statute	106	1909
City of Fort William.		
Ontario Statute	118	1909
City of Port Arthur.		
Ontario Statute	88	1911
Act respecting the City of Fort William.		
PORT BURWELL AND INGERSOLL RAILWAY COMPANY:		
Ontario Statute	54	1871-72
Act to incorporate.		
PORT CREDIT, BRAMPTON AND GUELPH RAILWAY COMPANY:		
Ontario Statute	117	1906
Act to incorporate.		
PORT DALHOUSIE, ST. CATHARINES AND THOROLD ELECTRIC STREET RY. CO.:		
Ontario Statute	..	1893
Incorporated by letters patent, 28th June, 1893.		
Ontario Statute	93	1902
Note. May lease or sell to the Niagara, St. Catharines & Toronto Ry. Co., but subject to the rights, position and power of any municipal corporation under any Statute, by-law, agreement or otherwise, and the same may be enforced as against the Niagara, St. Catharines & Toronto Ry. Co. in the same manner, and to the same extent and as fully as the same could be enforced as against the Port Dalhousie, St. Catharines and Thorold Electric Ry. Co. This railway is still under the jurisdiction of this Board.		
Operated by the Niagara, St. Catharines & Toronto Railway Company.		

	Cap.	Year.
PORT DOVER, BRANTFORD, BERLIN AND GODERICH RAILWAY COMPANY:		
Now Grand Valley Ry. Co.		
Dominion Statute	73	1900
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	91	1902
Act respecting and to change name to "The Grand Valley Ry. Co."		
Dominion Statute	102	1906
PORT DOVER AND LAKE HURON RAILWAY COMPANY:		
See Grand Trunk.		
Ontario Statute	53	1871-72
Act to incorporate.		
Ontario Statute	88	1873
Act to amend the Act to incorporate, and to extend the powers conferred upon the said Co.		
Ontario Statute	57	1874
Act respecting.		
Ontario Statute	58	1874
Act to make valid a certain by-law of Perth, granting aid to the P. D. & L. H. Ry. Co., and to the Stratford & Huron Ry. Co.		
Ontario Statute	74	1877
See "An Act respecting the Stratford & Huron Ry., 1887, cap. 79, Ont."		
Ontario Statute	50	1878
See Stratford & Huron Ry., 1878, cap. 54, sec. 9, Ont., also 1880, cap. 65, also Act, 1881, cap. 69, amalgamating the Port Dover & L. Huron, the Stratford & Huron, and the Georgian Bay and Wellington Ry. Cos. as the Grand Trunk, Georgian Bay & Lake Erie Ry. Co., also see Perth Ry. Debentures, 1893, cap. 77.		
PORT ELGIN SPUR LINE:		
Ontario Statute	118	1906
Act to incorporate.		
PORT HOPE, LINDSAY AND BEAVERTON RAILWAY COMPANY:		
See Midland Railway of Canada.		
Ontario Statute	71	1868-69
Act to enable the Council of the Corporation of Port Hope to aid, by way of bonus, the extension and completion of the P. H. L. & B. Ry. to Beaverton and for other purposes.		
Ontario Statute	31	1869
Act to authorize the P. H. L. & B. Ry. Co. to change the name of their Company, and to extend their line of railway and for other purposes.		
Name changed to the "Midland Railway of Canada."		
PORT ROWAN AND LAKE SHORE RAILWAY COMPANY:		
Ontario Statute	59	1880
Act to incorporate.		
Ontario Statute	70	1881
Ontario Statute	59	1882
Act to amend and extend the Act to incorporate.		
PORT ROYAL AND DETROIT RIVER RAILWAY COMPANY:		
Ontario Statute	71	1881
Act to incorporate.		
PORT STANLEY, STRATHROY AND PORT FRANKS RAILWAY COMPANY:		
Ontario Statute	54	1874
Act to incorporate, (38 Vic.)		
Ontario Statute	82	1875-76
Act to amend the Act incorporating.		
Ontario Statute	16	1878
Grant of $173.04 per mile for 10 miles per annum for 20 years, ss. 2 of sec. 2.		

	Cap.	Year.
Ontario Statute	60	1880
Act to revive and amend the Act incorporating.		
Ontario Statute	71	1884
Act to revive and amend the Act incorporating.		
PORT WHITBY AND PORT PERRY RAILWAY COMPANY:		
Name changed to "Whitby and Port Perry Extension Ry. Co."		
Ontario Statute	40	1867-68
Act to incorporate (31 Vic.)		
Ontario Statute	60	1868-69
Act to amend the Act to incorporate.		
Ontario Statute	39	1869
Act amending Acts relating to.		
Ontario Statute	50	1870-71
Ontario Statute	56	1871-72
Act amending Act to incorporate.		
Ontario Statute	68	1873
Act respecting.		
Ontario Statute	59	1874
Act to amend the Act to incorporate.		
PORTLOCK AND DESERT LAKE MINING AND RAILWAY COMPANY:		
Ontario Statute	92	1894
Act to incorporate		
PRESCOTT COUNTY RAILWAY COMPANY:		
Dominion Statute	82	1887
Act to incorporate, p. 110.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	80	1889
Act to amend the Act to incorporate, and to change the name of the Company to "The Central Counties Railway Company," p. 91.		
See Central Counties Ry. Co.		
PRESCOTT AND GLENGARRY COUNTIES JUNCTION RAILWAY COMPANY:		
Ontario Statute	60	1882
Act to incorporate		
PRESQU'ISLE AND BELMONT RAILWAY COMPANY:		
Ontario Statute	70	1868-69
Act to incorporate.		
Ontario Statute	94	1873
Act to revive and amend the Act to incorporate.		
PRINCE ARTHUR'S LANDING AND KAMINISTIQUIA RAILROAD COMPANY:		
Ontario Statute	83	1875-76
Act to incorporate.		
Ontario Statute	14	1877
Ss. 3 of sec. 1.		
PRINCE EDWARD COUNTY RAILWAY COMPANY:		
(Afterwards the Central Ontario Railway Co.)		
Ontario Statute	73	1873
Act to incorporate.		
Ontario Statute	60	1874
Act to amend the Act incorporating.		
Ontario Statute	51	1878
Ontario Statute	61	1880
Act to amend the Acts respecting.		
Ontario Statute	44	1880
Act to confirm a by-law of the County of Prince Edward granting aid to the P. E. Co. Ry. Co.		
Ontario Statute	72	1881
Ontario Statute	61	1882
Name changed to "The Central Ontario Ry. Co."		
Dominion Statute	60	1884
Declared to be a work for the general advantage of Canada.		

	Cap.	Year.
Dominion Statute	71	1886
Dominion Statute (51 Vic.)	76	1888
Dominion Statute	52	1890
Ontario Statute	23	1899
Ontario Statute	29	1900
Ontario Statute	13	1905
Sec. 21.		
Ontario Statute	19	1906
Sec. 42.		
Dominion Statute	78	1906
PRINCE EDWARD AND HASTINGS RAILWAY COMPANY:		
Dominion Statute	137	1912
Act to incorporate.		
Dominion Statute	104	1914
Act respecting.		
Declared to be a work for the general advantage of Canada.		

Q.

QUEBEC AND LAKE HURON RAILWAY COMPANY:		
Dominion Statute	74	1900
Act to incorporate, p. 121.		
Dominion Statute	93	1903
Act respecting, p. 181.		
Dominion Statute	117	1904
Act respecting, p. 227.		
Dominion Statute	148	1906
Act respecting.		
QUEBEC AND LAKE HURON DIRECT RAILWAY COMPANY:		
Dominion Statute	69	1875
Act to incorporate.		
QUEBEC, MIDLAND RAILWAY COMPANY:		
Dominion Statute	149	1906
Act to incorporate.		
QUEBEC, MONTREAL, OTTAWA AND OCCIDENTAL RAILWAY COMPANY:		
Dominion Statute	56	1879
Act to authorize the construction of a bridge over the Ottawa River for the use of the Quebec, Montreal, Ottawa and Occidental Railway, p. 10.		
Dominion Statute	67	1882
Act respecting, p. 23.		
See North Shore Railway Company, "Quebec."		
QUEBEC ORIENTAL RAILWAY COMPANY:		
Quebec Statute	82	1903
Act to incorporate.		
Quebec Statute	53	1905
Act to amend.		
Dominion Statute	122	1907
Act respecting.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	126	1909
Act respecting.		
QUEENSTON, ST. CATHARINES AND PORT DALHOUSIE ELECTRIC RAILWAY COMPANY:		
Ontario Statute	121	1900
Act to incorporate.		
QUINZE AND BLANCHE RIVER RAILWAY COMPANY:		
Dominion Statute	123	1907
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		

	Cap.	Year.
Dominion Statute	127	1909
Act respecting.		
Dominion Statute	105	1914
Act respecting.		

QUINZE RIVER AND OTTAWA RAILWAY COMPANY:

Dominion Statute	140	1912
Act to incorporate.		

R.

RAINY RIVER RADIAL RAILWAY COMPANY:

Dominion Statute	152	1910
Act to incorporate.		
Dominion Statute	48	1912
Section 34.		
Dominion Statute	141	1912
Act respecting.		
Dominion Statute	106	1914
Act respecting.		
Declared to be a work for the general advantage of Canada.		

RATHBUN COMPANY:

Dominion Statute	89	1883
Act to incorporate.		
Dominion Statute	122	1891
Act respecting.		
Dominion Statute	109	1901
Act respecting.		
Dominion Statute	180	1903
Act respecting, To construct or maintain railways, etc.		

RICHMOND HILL JUNCTION RAILWAY COMPANY:

Ontario Statute	77	1886
Act to incorporate.		

RIVER DETROIT RAILWAY BRIDGE COMPANY:

Dominion Statute	91	1888
Act to incorporate the River Detroit Winter Railway Bridge Co.		
Dominion Statute	90	1890
Act to amend Act to incorporate and to change name to the River Detroit Railway Bridge Company, p. 136.		

RIVER ST. CLAIR RAILWAY BRIDGE AND TUNNEL COMPANY:

Dominion Statute	87	1872
Act to incorporate, p. 370.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	92	1873
Act to amend Act to incorporate, p. 348.		
Dominion Statute	70	1882
Act respecting, p. 30.		
Dominion Statute	25	1885
Act respecting, p. 38.		
Dominion Statute	102	1891
Act respecting, p. 151.		
Dominion Statute	117	1900
Act respecting, p. 247.		

RONDEAU, RIDGETOWN AND WALLACEBURG RAILWAY COMPANY:

Ontario Statute	119	1906
Act to incorporate.		

RUSSELL, DUNDAS AND GRENVILLE COUNTIES RAILWAY COMPANY:

Dominion Statute	87	1899
Act to incorporate, p. 187.		
Declared to be a work for the general advantage of Canada.		

S.

	Cap.	Year.
SANDWICH AND WINDSOR PASSENGER RAILWAY COMPANY: (Afterwards the Sandwich, Windsor & Amherstburg Ry. Co.).		
Ontario Statute	64	1871-72
Act to incorporate.		
Ontario Statute	64	1874
Act to extend the time for completion.		
Ontario Statute	80	1887
Act to amend the Act incorporating.		
Ontario Statute	94	1891
Act to further amend Acts respecting.		
Ontario Statute	97	1893
Ontario Statute	62	1898
Ontario Statute	94	1902
Transfer by South Essex Electric Railway Company.		
Ontario Statute	112	1903
Act respecting the Sandwich, Windsor & Amherstburg Railway and the City Railway Company of Windsor.		
The City Railway Company of Windsor was incorporated under the provisions of "The Street Railway Act, R. S. C. 208."		
Ontario Statute	88	1904
Transfer from City Company to Sandwich Company, authorized.		
Ontario Statute	39	1905
Act respecting the Town of Amherstburg.		
SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY:		
Ontario Statute	130	1911
Act to amend.		
Formerly Sandwich and Windsor Passenger Railway Co.		
SARNIA, CHATHAM AND ERIE RAILWAY COMPANY:		
Ontario Statute	70	1875-76
See Dresden and Oil Springs Railway Company, cap. 69, 1873.		
SARNIA AND LAMBTON SOUTHERN RAILWAY COMPANY:		
Ontario Statute	73	1884
Act to incorporate.		
Ontario Statute	81	1889
Act to revive and amend the Act incorporating.		
Ontario Statute	112	1895
SARNIA AND PETROLIA RAILWAY COMPANY:		
Ontario Statute	63	1880
Act to incorporate.		
SARNIA, PETROLIA AND ST. THOMAS RAILWAY COMPANY:		
Ontario Statute	113	1903
Act to incorporate.		
SARNIA STREET RAILWAY COMPANY:		
Ontario Statute	61	1874
Act to incorporate.		
Ontario Statute	95	1902
Ontario Statute	114	1903
Ontario Statute	107	1908
SAUGEEN VALLEY RAILWAY COMPANY:		
Ontario Statute	52	1878
Act to incorporate.		
Ontario Statute	65	1882
Act to amend the Act incorporating.		
Ontario Statute	77	1888
SAULT STE. MARIE RAILWAY COMPANY:		
Ontario Statute	64	1880
Act to incorporate.		

	Cap.	Year.
Dominion Statute	64	1890
Act to incorporate the Sault Ste. Marie and Hudson's Bay Ry. Co. *Declared to be a work for the general advantage of Canada.*		
Ontario Statute	124	1890
Act to incorporate the Sault Ste. Marie and Hudson's Bay Ry. Co.		
Ontario Statute	98	1893
Ontario Statute	108	1896
Ontario Statute	101	1899
Name changed to "The Ontario, Hudson's Bay and Western Railways Company."		
Sault Ste. Marie Railway and Bridge Company:		
Dominion Statute	50	1871
Act to incorporate. *Declared to be a work for the general advantage of Canada.*		
Dominion Statute	86	1872
Act to explain and amend the Sault Ste. Marie Railway and Bridge Act, p. 368.		
Sault Ste. Marie and Hudson's Bay Railway Company:		
Ontario Statute	124	1890
Act to incorporate.		
Ontario Statute	98	1893
Act respecting.		
Ontario Statute	108	1896
Act relating.		
Ontario Statute	101	1899
Act relating. Name changed to "The Ontario Hudson's Bay and Western Railway Company."		
Ontario Statute	23	1899
Ss. 1 of sec. 1 and 3.		
Sault Ste. Marie and St. Joseph Island Railway Company:		
Ontario Statute	143	1909
Act to incorporate.		
Schomberg and Aurora Railway Company:		
Dominion Statute	34	1896
Act to incorporate, p. 73. *Declared to be a work for the general advantage of Canada.*		
Dominion Statute	81	1900
Act respecting, p. 139.		
Dominion Statute	160	1906
Act respecting.		
Silver Belt Electric Railway Company:		
Ontario Statute	108	1907
Act to incorporate, p. 673.		
Silverbrook Tramway Company:		
Ontario Statute	74	1884
Act to incorporate.		
Simcoe Railway and Power Company:		
Ontario Statute	145	1909
Act to incorporate.		
Ontario Statute	151	1910
Act respecting.		
Ontario Statute	148	1912
Act respecting.		
Ontario Statute	12	1913
Act to validate certain By-laws *re* Power Commission.		
Ontario Statute, Schedule "D," Creemore	19	1915
Simcoe, Grey and Bruce Railway Company:		
Dominion Statute	140	1911
Act to incorporate.		

	Cap.	Year.
Declared to be a work for the general advantage of Canada.		
Dominion Statute	48	1912
Section 32.		
Dominion Statute	195	1913
Act respecting.		
SIMCOE AND MUSKOKA RAILWAY COMPANY:		
Ontario Statute	80	1868-69
Act to incorporate.		
SIMCOE AND PORT RYERSE TRAM OR RAILROAD AND HARBOUR COMPANY:		
Ontario Statute	91	1873
Act to amend and extend the provisions of the Act incorporating.		
SMITH'S FALLS, RIDEAU AND SOUTHERN RAILWAY COMPANY:		
Ontario Statute	63	1898
Act to incorporate.		
Ontario Statute	102	1899
Act to amend the Act incorporating.		
SNOWDOWN BRANCH RAILWAY COMPANY:		
Ontario Statute	65	1879
Act to incorporate.		
SOUTH ESSEX ELECTRIC RAILWAY COMPANY:		
Ontario Statute	109	1896
Act to incorporate.		
Ontario Statute	95	1897
Act to amend Act incorporating.		
Ontario Statute	89	1901
See the Sandwich, Windsor & Amherstburg Ry. Co., 1902, cap. 94, sec. 3.		
SOUTH NORFOLK RAILWAY COMPANY:		
See Grand Trunk.		
Dominion Statute	86	1887
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	78	1888
Dominion Statute	57	1888
May become an extension of the Grand Trunk, Georgian Bay and Lake Erie Ry. Co., and may be operated by the Grand Trunk Railway of Canada.		
SOUTH ONTARIO PACIFIC RAILWAY COMPANY:		
Dominion Statute	85	1887
Act to incorporate, p. 122.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	70	1889
Act respecting, p. 64.		
Ontario Statute	70	1891
See Preamble.		
Dominion Statute	92	1891
Act respecting, p. 120.		
Dominion Statute	35	1896
Act respecting, p. 77.		
Dominion Statute	85	1901
Act respecting, p. 143.		
Dominion Statute	161	1906
Act respecting.		
Dominion Statute	157	1908
Act respecting.		
Dominion Statute	163	1910
Act respecting.		
Dominion Statute	142	1911
Act respecting.		
Dominion Statute	151	1912
Act respecting.		

	Cap.	Year.
Dominion Statute	109	1914
Act respecting.		
Dominion Statute	54	1915
Act respecting.		
SOUTH SIMCOE JUNCTION RAILWAY COMPANY:		
Ontario Statute	44	1871-72
Act to incorporate.		
SOUTH-WESTERN RAILWAY COMPANY:		
Dominion Statute	52	1888
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	83	1891
Act respecting.		
Dominion Statute	37	1896
Act respecting the S. W. Ry. Co. and the St. Lawrence and Adirondack Ry. Co., p. 83.		
See 1896, cap. 18, Dominion Statutes, p. 15.		
SOUTH-WESTERN RAILWAY COMPANY OF CANADA:		
Ontario Statute	62	1874
Act to incorporate.		
SOUTH-WESTERN TRACTION COMPANY:		
Ontario Statute	96	1902
Act to incorporate.		
Ontario Statute	15	1503
Ontario Statute	89	1904
Ontario Statute	121	1906
Ontario Statute	136	1908
Purchased charter of Middlesex & Elgin Inter-Urban Ry. Co.		
Ontario Statute	146	1909
Act respecting.		
Operated by the London and Lake Erie Railway and Transportation Co.		
SOUTHERN CENTRAL RAILWAY COMPANY:		
Ontario Statute	81	1887
Act to incorporate.		
Ontario Statute	125	1890
STRATFORD RAILWAY COMPANY:		
Ontario Statute	131	1911
Act to incorporate.		
Ontario Statute	137	1913
Act to amend Act incorporating.		
STRATFORD RADIAL RAILWAY COMPANY:		
Ontario Statute	116	1903
Act to incorporate.		
STRATFORD AND HURON RAILWAY COMPANY:		
See Grand Trunk.		
Dominion Statute	184	1855
Act to incorporate.		
Dominion Statute	26	1856
Act to amend the Act incorporating.		
Dominion Statute	88	1864
Ontario Statute	51	1871-72
Ontario Statute	87	1873
Act consolidating and amending the Acts incorporating the S. & H. Ry. Co. and the Acts reviving and amending the same.		
Ontario Statute	55	1874
Ontario Statute	58	1874
Ontario Statute	22	1875-76
(39 Vic.), ss. 5 of sec. 1.		
Ontario Statute	54	1878
Ontario Statute	66	1879

	Cap.	Year.
Ontario Statute	65	1880
Act respecting the S. & H. Ry. Co. and the Port Dover and Lake Huron Ry. Companies.		
Ontario Statute	23	1881
Ss. 2 of sec. 2.		
Ontario Statute	77	1893
STRATFORD AND ST. JOSEPH RADIAL RAILWAY COMPANY:		
Ontario Statute	109	1907
Act to incorporate, p. 676.		
Ontario Statute	144	1909
Act to extend time to construct railway.		
STRATHROY AND WESTERN COUNTIES RAILWAY COMPANY:		
Ontario Statute	99	1893
Act to incorporate.		
Ontario Statute	64	1898
Act to amend the Act incorporating.		
Ontario Statute	90	1901
Ontario Statute	90	1904
STREETSVILLE AND PORT CREDIT JUNCTION RAILWAY COMPANY:		
Ontario Statute	40	1870-71
Act to incorporate.		
Ontario Statute	18	1873
Ontario Statute	123	1873
Sec. 2.		
Ontario Statute	84	1875-76
SUDBURY, COPPER CLIFF AND CREIGHTON ELECTRIC RAILWAY COMPANY:		
Ontario Statute	117	1903
Act to incorporate.		
SUDBURY-COPPER CLIFF SUBURBAN ELECTRIC RAILWAY COMPANY:		
Ontario Statute	149	1912
Act to incorporate.		
Ontario Statute	125	1914
SUDBURY, KEPAWA AND BELL RIVER RAILWAY COMPANY:		
Dominion Statute	70	1914
Act to incorporate.		
SUDBURY AND NIPISSING RAILWAY COMPANY:		
Ontario Statute	100	1893
Act to incorporate.		
Ontario Statute	122	1900
SUDBURY AND WAHNAPITAE RAILWAY COMPANY:		
Dominion Statute	90	1899
Act to incorporate, p. 195.		
Declared to be a work for the general advantage of Canada.		
SUPERIOR AND JAMES BAY RAILWAY COMPANY:		
Ontario Statute	123	1900
Act to incorporate.		
Ontario Statute	122	1906
Act of 1900 revived.		
SUPERIOR AND WESTERN ONTARIO RAILWAY COMPANY:		
Ontario Statute	69	1909
Sec. 2 (*c*), Sec. 4. (*b*).		
Dominion Statute	139	1909
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
ST. CATHARINES, MERRITTON AND THOROLD STREET RAILWAY COMPANY:		
Ontario Statute	63	1882
Ontario Statute	76	1888
Act to amend the Acts respecting.		
Formerly the "St. Catharines Street Ry. Co."		

	Cap.	Year.
ST. CATHARINES AND NIAGARA CENTRAL RAILWAY COMPANY:		
Name changed to the Niagara, Hamilton and Pacific Ry. Co.		
Ontario Statute	73	1881
Act to incorporate.		
Ontario Statute	62	1882
Act amending the Act to incorporate.		
Ontario Statute	72	1884
Ontario Statute	79	1885
Ontario Statute	78	1886
Dominion Statute	60	1887
Declared to be a work for the general advantage of Canada.		
Dominion Statute	78	1888
Act to amend Act respecting.		
Dominion Statute	79	1888
Dominion Statute	54	1890
Dominion Statute	87	1891
Dominion Statute	58	1892
Ontario Statute	79	1893
Dominion Statute	92	1894
Dominion Statute	61	1895
Act respecting and to change name to the "Niagara, Hamilton and Pacific Ry. Co."		
Ontario Statute	79	1895
Dominion Statute	9	1896
ST. CATHARINES, PELHAM AND WELLAND ELECTRIC RAILWAY COMPANY:		
Ontario Statute	86	1904
Act to incorporate.		
Ontario Statute	107	1905
Ontario Statute	120	1906
ST. CATHARINES STREET RAILWAY COMPANY:		
Ontario Statute	63	1874
Act to incorporate.		
Ontario Statute	86	1877
Ontario Statute	63	1882
Act to amend the Acts relating to.		
Name changed to the "St Catharines, Merritton and Thorold Street Ry. Co."		
ST. CLAIR, ESSEX CENTRE AND ERIE RAILWAY COMPANY:		
Ontario Statute	80	1885
Act to incorporate.		
ST. JOSEPH AND STRATFORD ELECTRIC RAILWAY COMPANY:		
Ontario Statute	87	1904
Act to incorporate.		
ST. LAWRENCE AND ADIRONDACK RAILWAY COMPANY:		
Dominion Statute	64	1888
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	60	1893
Act respecting, p. 113.		
Dominion Statute	93	1894
Act respecting, p. 173.		
Dominion Statute	62	1895
Act respecting, p. 85.		
Dominion Statute	18	1896
St. Lawrence and Adirondack Ry. Co. agreement with Grand Trunk Ry. Co. confirmed.		
Dominion Statute	32	1896
Act respecting, p. 65.		
Leased to Grand Trunk.		
Dominion Statute	55	1915
ST. LAWRENCE AND OTTAWA RAILWAY COMPANY:		
(Formerly the Ottawa and Prescott Ry. Co.)		
Dominion Statute	20	1867
Act to incorporate, p. 314.		
Declared to be a work for the general advantage of Canada.		

	Cap.	Year.
Dominion Statute	67	1872
Act to amend, p. 249.		
Dominion Statute	47	1876
Act to further amend, p. 24.		
Dominion Statute	76	1884
Act to empower the bondholders of the St. L. & O. Ry. Co. to vote at meetings of the Company, and for other purposes, p. 119.		
Dominion Statute	33	1896
Act respecting, p. 71.		
Leased to Canadian Pacific Ry.		
St. Mary's and Credit Valley Railway Company:		
(Name changed to "St. Mary's Credit Valley and Huron Ry. Co.")		
Ontario Statute	74	1873
Act to incorporate.		
Ontario Statute	62	1880
Act to revive and amend the Act to incorporate.		
Ontario Statute	64	1882
Act to amend the Acts respecting.		
St. Mary's River Bridge Company:		
(Railways.)		
Dominion Statute	112	1901
Act to incorporate.		
Dominion Statute	159	1906
Act respecting.		
Dominion Statute	129	1907
Act respecting.		
St. Mary's and Western Ontario Railway Company:		
Dominion Statute	155	1905
Act to incorporate, p. 479.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	130	1907
Act respecting.		
Dominion Statute	63	1908
Ss. 60 of sec. 1.		
Dominion Statute	136	1909
Act respecting.		
Dominion Statute	51	1910
Section 28.		
St. Thomas Radial Electric Company:		
Ontario Statute	111	1895
Act to incorporate.		
St. Thomas Street Railway Company:		
Ontario Statute	53	1878
Act to incorporate.		
Ontario Statute	51	1898
Act respecting the City of St. Thomas and the St. Thomas St. Ry. Co.		
Ontario Statute	111	1903
Ontario Statute	150	1910
Act respecting.		
T.		
Teeswater and Inverhuron Railway Company:		
Dominion Statute	90	1887
Act to incorporate, p. 156.		
Declared to be a work for the general advantage of Canada.		
Temiskaming and Northern Ontario Railway:		
Ontario Statute	9	1902
Act to authorize the construction of.		
Ontario Statute	4	1903
Act to amend the T. & N. O. Ry. Act.		

	Cap.	Year.
Ontario Statute	[illegible]	1904
Ontario Statute	10	1905
Ontario Statute	14	1906
Ontario Statute	18	1907
Ontario Statute (Section 23)	33	1908
Ontario Statute	18	1909
Act to amend.		
Ontario Statute	15	1910
Act to amend.		
Ontario Statute	13	1911
Act respecting.		
Ontario Statute	13	1912
Act to amend.		
Dominion Statute	157	1912
Dominion Statute	53	1913
Act respecting.		

THAMES VALLEY TRAMWAY COMPANY:

Ontario Statute	82	1887
Act to incorporate.		

THESSALON AND GRAND PORTAGE RAILWAY COMPANY:

Ontario Statute.	103	1899
Act to incorporate.		

THESSALON AND NORTHERN RAILWAY COMPANY:

Ontario Statute	110	1907
Act to incorporate, p. 679.		
Ontario Statute	23	1907
Sec. 48.		
Dominion Statute	63	1908
Ss. 65 of sec. 1.		
Dominion Statute	140	1909
Act respecting.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	110	1914
Act respecting.		

THOROLD AND LAKE ERIE RAILWAY COMPANY:

Dominion Statute	131	1904
Act to incorporate, p. 267.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	132	1904
Act to amend the Act to incorporate, p. 271.		
Dominion Statute	168	1906
Act respecting.		

THOUSAND ISLANDS RAILWAY COMPANY:
(Formerly Gananoque and Rideau Ry. Co.)

Ontario Statute	67	1884
Ontario Statute	66	1894
Act to confirm an agreement between the Corporation of the Town of Gananoque and the T. I. Ry. Co.		
Dominion Statute	75	1888
Declared to be a work for the general advantage of Canada.		
Dominion Statute	38	1896
Act respecting, p. 91.		
Dominion Statute	83	1900
Act respecting, p. 145.		

THUNDER BAY COLONIZATION RAILWAY COMPANY:
(Name changed to "Port Arthur, Duluth and Western Ry. Co.")

Ontario Statute	56	1883
Act to incorporate.		
Ontario Statute	79	1886

	Cap.	Year.
Ontario Statute	83	1887
Act to change name of Company to the "Port Arthur, Duluth and Western Ry. Co.," which *was declared to be a work for the general advantage of Canada.*		
THUNDER BAY, NIPIGON AND ST. JOE RAILWAY COMPANY:		
Ontario Statute	104	1899
Act to incorporate.		
Ontario Statute	22	1901
Ss. 5 of sec. 1.		
Ontario Statute	24	1901
Act respecting aid by land grant.		
Ontario Statute	25	1902
Ss. 6 of sec. 1.		
Ontario Statute	7	1903
Sec. 62.		
Ontario Statute	21	1904
Act amending the Act respecting aid by land grant.		
Ontario Statute	91	1904
THUNDER BAY SILVER MINES RAILWAY COMPANY:		
Dominion Statute	80	1872
Act to incorporate, p. 334.		
Declared to be a work for the general advantage of Canada.		
THREE RIVERS AND WESTERN RAILWAY COMPANY:		
Dominion Statute	64	1889
Act to incorporate, p. 48.		
THURLOW RAILWAY COMPANY:		
Ontario Statute	111	1907
Act to incorporate, p. 682.		
Jurisdiction divided.		
TILLSON SPUR LINE RAILWAY COMPANY:		
Ontario Statute	95	1891
Act to incorporate.		
TILLSONBURG, LAKE ERIE AND PACIFIC RAILWAY COMPANY:		
Leased by Canadian Pacific Ry. Co.		
Dominion Statute	56	1890
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Ontario Statute	36	1895
Ss. 1 of sec. 1.		
Ontario Statute	113	1895
Act to confirm certain Municipal By-laws respecting T. L. E. & P. Ry. Co. & the Port Burwell Harbour.		
Ontario Statute	40	1897
Ss. 4 of sec. 1.		
Dominion Statute	105	1902
Dominion Statute	133	1904
Dominion Statute	48	1912
Section 12.		
Dominion Statute	46	1913
Act respecting.		
S. S. 9 of Sec. 2.		
Dominion Statute	111	1914
Act respecting.		
TILLSONBURG AND SOUTHERN COUNTIES RADIAL RAILWAY COMPANY:		
Ontario Statute	147	1909
Act to incorporate.		
Ontario Statute	26	1910
Act to incorporate.		
Section 6.		

	Cap.	Year.
TIMAGAMI RAILWAY COMPANY:		
Dominion Statute	87	1898
Act to incorporate, p. 105.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	84	1900
Act respecting, cap. 87, 1898, revived, and time for completion extended, p. 147.		
Dominion Statute	106	1902
Act respecting, p. 219.		
Dominion Statute	134	1904
Act respecting, p. 275.		
Dominion Statute	161	1905
Act respecting, and to change name to "The Ontario Northern and Timagami Ry. Co.," p. 493.		
TIMAGAMI, COBALT AND TEMISKAMING RAILWAY COMPANY:		
Dominion Statute	167	1906
Act to incorporate.		
TORONTO RAILWAY COMPANY:		
(Formerly Toronto Street Ry. Co.)		
Ontario Statute	99	1892
Act to incorporate the Toronto Ry. Co. and to confirm an agreement between the Corporation of the City of Toronto and George W. Kiely, William McKenzie, Henry A. Everett and Chauncey W. Woodworth.		
Ontario Statute	85	1893
See Toronto, Act respecting By-law No. 3,090, p. 391.		
Ontario Statute	101	1893
Ontario Statute	93	1894
Ontario Statute	81	1897
See Toronto, Schedules "B" and "C."		
Ontario Statute	103	1900
See Toronto Junction Town.		
Ontario Statute	93	1904
Ontario Statute	112	1908
Ontario Statute	119	1911
Act respecting the City of Toronto.		
Ontario Statute	125	1913
Act respecting City of Toronto. (Power to purchase, etc.)		
Ontario Statute	98	1914
See Act respecting City of Toronto—Queen Street Lines.		
TORONTO, BARRIE AND ORILLIA RAILWAY COMPANY:		
Ontario Statute	126	1914
Act respecting.		
Ontario Statute	83	1915
Act respecting.		
TORONTO BELT LINE RAILWAY COMPANY:		
Ontario Statute	82	1889
Act to incorporate, p. 281.		
Ontario Statute	82	1891
Don Improvements, See Toronto City, sec. 2.		
TORONTO CIVIC CAR LINES:		
Section 569, Consolidated Municipal Act		1903
As amended by Section 4, Chap. 81		1910
Ontario Statute	124	1913
Act respecting City of Toronto. (Sunday operation of cars.)		
Ontario Statute	98	1914
See Act respecting City of Toronto.		
TORONTO EASTERN RAILWAY COMPANY:		
Dominion Statute	167	1910
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	56	1915
Act respecting.		

	Cap.	Year.
TORONTO, GREY AND BRUCE RAILWAY COMPANY:		
(Now Canadian Pacific Ry. Co.)		
Ontario Statute	40	1868
Act to incorporate.		
Ontario Statute	82	1868-69
Act to amend the Act incorporating.		
Ontario Statute	41	1869
Ontario Statute	4	1872
Ontario Statute	46	1871-72
Ontario Statute	78	1873
Ontario Statute (38 Vic.)	56	1874
Ontario Statute	78	1877
Ontario Statute	31	1878
Ontario Statute	55	1878
Ontario Statute	66	1880
Ontario Statute	74	1881
Dominion Statute	66	1884
Declared to be a work for the general advantage of Canada.		
Ontario Statute	66	1885
Ontario Statute	61	1886
TORONTO, HALIBURTON AND PEMBROKE RAILWAY COMPANY:		
Ontario Statute	152	1910
Act to incorporate.		
TORONTO AND HAMILTON RAILWAY COMPANY:		
Dominion Statute	196	1903
Act to incorporate, p. 409, vol. 2.		
Declared to be a work for the general advantage of Canada.		
Sec. 10. "The acquisition by the Company of a line of any railway mentioned in section 8 of this Act, which has been incorporated by a charter of the Province of Ontario, shall not make such line of railway, or any extension or extensions thereof hereafter constructed under such charter, subject to The Railway Act of Canada or works for the general advantage of Canada, *but they shall be and remain subject to the legislation and control of the Province of Ontario*, and to the rights and powers of the local municipalities in the same manner and to the same extent as if this Act had not been passed."		
The Companies mentioned in section 8 are the Hamilton Radial Electric Railway Co., the Hamilton, Grimsby & Beamsville Electric Ry. Co., the Niagara, St. Catharines & Toronto Ry. Co., the Toronto & Mimico Electric Ry. Co. and Light Co., Limited, the Metropolitan Ry. Co., and the Toronto Suburban Ry. Co.		
Dominion Statute	135	1904
Act respecting, p. 277.		
Dominion Statute	163	1905
Act respecting, p. 501.		
Dominion Statute	164	1905
Act respecting, p. 503.		
Dominion Statute	169	1906
Act respecting, and to change name to "The Toronto, Niagara and Western Railway Company."		
TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY:		
(See "Brantford, Waterloo and Lake Erie Railway Company.")		
Ontario Statute	75	1884
Act to incorporate.		
Ontario Statute	83	1889
Ontario Statute	126	1890
Dominion Statute	86	1891
Declared to be a work for the general advantage of Canada.		
Ontario Statute	60	1893
Dominion Statute	62	1893
Dominion Statute	66	1895
Ontario Statute	110	1896

	Cap.	Year.
Dominion Statute	39	1896
Ontario Statute	60	1898
Agreement with Hamilton and Dundas Street Railway Company.		
Dominion Statute	197	1903
Dominion Statute	165	1905
Operated by Michigan Central Railway.		
Dominion Statute	57	1915
Act respecting.		

TORONTO, HAMILTON AND NIAGARA FALLS ELECTRIC RAILWAY COMPANY:

Ontario Statute	114	1895
Act to incorporate.		

TORONTO, HIGH PARK AND MIMICO TRAMWAY COMPANY:

Ontario Statute (38 Vic.)	60	1874
Act to incorporate.		

TORONTO, HIGH PARK AND WESTERN TRAMWAY COMPANY:

Ontario Statute	66	1882
Act to incorporate.		

TORONTO AND HUDSON BAY RAILWAY COMPANY:

Dominion Statute	88	1898
Act to incorporate, p. 109.		
Declared to be a work for the general advantage of Canada.		

TORONTO INTERURBAN RAILWAY COMPANY:

Ontario Statute	132	1911
Act to incorporate.		

TORONTO, LINDSAY AND PEMBROKE RAILWAY COMPANY:

Ontario Statute	105	1899
Act to incorporate.		
Ontario Statute	29	1900
Ss. 1 of sec. 1.		
Ontario Statute	25	1902
Sec. 2, also see ss. 3 and sec. 19.		
Ontario Statute	23	1907
Secs. 44 and 45.		
Dominion Statute	51	1910
Section 38.		
Ontario Statute	26	1910
Section 37.		
Dominion Statute	48	1912
Section 14.		

TORONTO AND MIMICO RAILWAY COMPANY:

Incorporated by letters patent, 14th November, 1890.		
Ontario Statute	92	1904
Act respecting Township of Toronto and the T. & M. Ry. Co.		
See Toronto & York Radial Railway Company.		

TORONTO, NIAGARA AND WESTERN RAILWAY COMPANY:

Dominion Statute	169	1906
See Toronto & Hamilton Railway Company.		
Dominion Statute	143	1909
Act respecting.		
Dominion Statute	112	1914
Act respecting.		

TORONTO AND NIPISSING RAILWAY COMPANY:

See Grand Trunk or Midland Railway.		
Ontario Statute	41	1868
Act to incorporate.		
Ontario Statute	83	1868-69
Act to amend Act to incorporate.		
Ontario Statute	42	1869
Act to amend Act to incorporate.		

	Cap.	Year.
Ontario Statute	54	1870-71
Act to amend Act to incorporate.		
Ontario Statute	79	1873
Act to amend Act to incorporate.		
Ontario Statute (38 Vic.)	57	1874
Act to amend Acts relating to T. & N. Railway Company.		
Ontario Statute	56	1878
Ontario Statute	62	1879
Ontario Statute	67	1882
Act to consolidate the Toronto & Nipissing Ry. Co., the Whitby, Port Perry & Lindsay Ry. Co., the Victoria Ry. Co., the Toronto & Ottawa Ry. Co., the Grand Junction Ry. Co. and the Midland Ry. of Canada.		
Ontario Statute	68	1882
Ontario Statute	50	1887
Ontario Statute	43	1888
Ontario Statute	64	1889
Ontario Statute	71	1889
TORONTO AND NIPISSING EASTERN EXTENSION RAILWAY COMPANY:		
Ontario Statute	67	1880
Act to incorporate.		
Ontario Statute	75	1881
Ontario Statute	76	1884
Name changed to "The Irondale, Bancroft and Ottawa Ry. Co."		
TORONTO AND NORTH EASTERN RAILWAY COMPANY:		
Ontario Statute	123	1906
Act to incorporate.		
TORONTO AND OTTAWA RAILWAY COMPANY:		
(Formerly Huron and Quebec Railway Company.)		
Ontario Statute	80	1877
Ontario Statute	57	1878
Ontario Statute	67	1879
Act respecting certain property in the Town of Peterborough, and to amend an Act respecting the Toronto and Ottawa Ry. Co.		
Ontario Statute	68	1880
Ontario Statute	76	1881
Ontario Statute	67	1882
Act to consolidate the above and other railways under the name of "The Midland Railway of Canada."		
See Grand Trunk.		
TORONTO, OTTAWA AND FRENCH RIVER RAILWAY COMPANY:		
Ontario Statutes	108	1905
Act to incorporate.		
TORONTO AND RICHMOND HILL STREET RAILWAY COMPANY:		
Ontario Statute	94	1895
See Act respecting Township of York.		
TORONTO AND SCARBORO ELECTRIC RAILWAY, LIGHT AND POWER COMPANY, LIMITED:		
(Incorporated by Letters Patent, 18th August, 1892.)		
Ontario Statute	102	1893
Ontario Statute	65	1898
Ontario Statute	66	1898
Ontario Statute	93	1904
Respecting Toronto Railway Company.		
Ontario Statute	124	1906
See T. and Y. Railway Company.		
TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY COMPANY:		
Ontario Statute	30	1869
Act to incorporate.		
Ontario Statute		
Act to amend the Act to incorporate.		
See Ontario Statute, 1871-72, cap. 43.		

	Cap.	Year.
Act to amalgamate the Toronto, Simcoe and Muskoka Junction Ry. Co. and the North Grey Ry. Co. as the "Northern Extension Ry. Co."		
TORONTO STREET RAILWAY COMPANY: (Now Toronto Railway Company.)		
Statute of Canada	83	1861
Act to incorporate.		
Ontario Statute	81	1868-69
Act for the Relief of the T. St. Ry.. Co., and to provide for the sale of their Ry. and for other purposes.		
Ontario Statute	101	1873
Act to remove certain doubts as to the powers of the proprietors of the T. St. Ry., and to incorporate them and others under the name of "The Toronto St. Ry. Co." and for other purposes.		
Ontario Statute	63	1875-76
Act respecting the City of Toronto, the T. St. Ry. Co., and other matters.		
Ontario Statute	85	1877
Ontario Statute	77	1884
Act to authorize the T. St. Ry. Co. to issue mortgage debentures and for other purposes.		
Ontario Statute	80	1886
Act to amend the Acts relating to.		
Ontario Statute	73	1889
Power to borrow for purchase of Toronto St. Ry.		
Ontario Statute	127	1890
Ontario Statute	105	1890
Act respecting the City of Toronto and the Toronto St. Ry. Corporation may borrow sums necessary to purchase and operate Street Railway.		
TORONTO SUBURBAN STREET RAILWAY COMPANY:		
Ontario Statute	94	1894
Act to incorporate.		
Ontario Statute	103	1900
Section "1."		
Ontario Statute	124	1900
Ontario Statute	91	1901
Ontario Statute	94	1904
See Metropolitan St. Ry. Co. and Toronto & York Radial Ry. Co., also Toronto & Mimico Electric Ry., also Toronto & Scarboro Electric Railway.		
Ontario Statute	148	1909
Act respecting.		
Ontario Statute	153	1910
Act respecting.		
Ontario Statute	133	1911
Act respecting.		
Ontario Statute	150	1912
Act respecting.		
Ontario Statute	84	1915
Act respecting.		
TORONTO TERMINALS RAILWAY COMPANY:		
Dominion Statute	170	1906
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	202	1913
Act respecting.		
Dominion Statute	113	1914
Act respecting.		
Dominion Statute	58	1915
Act respecting.		
TORONTO AND YORK RADIAL RAILWAY COMPANY:		
Ontario Statute	96	1891
Act respecting.		

	Cap.	Year.
Ontario Statute	98	1892
Ontario Statute	65	1898
Act to amend the Act to incorporate.		
Ontario Statute	66	1898
Act to incorporate.		
Ontario Statute	118	1903
Ontario Statute	124	1906
Act respecting.		
See Metropolitan Street Ry. Co., also Toronto & Mimico Electric Ry. Co., also Toronto and Scarboro Electric Ry. Co.		
Ontario Statute	134	1911
Act respecting.		
Ontario Statute	119	1911
Act respecting the City of Toronto.		
Ontario Statute	138	1913
Act respecting.		
TRANS-CANADIAN RAILWAY COMPANY:		
Dominion Statute	68	1895
Act to incorporate.		
Dominion Statute	65	1897
Act respecting, and to change name to the "Trans-Canada Railway Company."		
Dominion Statute	108	1902
Dominion Statute	136	1904
TRANS-CANADA RAILWAY COMPANY:		
Dominion Statute	164	1908
Act respecting.		
TRENT VALLEY RAILWAY COMPANY:		
Ontario Statute	76	1873
Act to incorporate.		
Ontario Statute	58	1874
Act to amend Act incorporating, (38 Vic.)		
Ontario Statute	69	1880
Ontario Statute	77	1881
U.		
UNION RAILWAY COMPANY:		
Dominion Statute	63	1889
Act to incorporate, p. 45.		
Declared to be a work for the general advantage of Canada.		
V.		
VICTORIA RAILWAY COMPANY:		
(Formerly Fenelon Falls Ry. Co.)		
Also see Midland Ry. Co., 1873, cap 97, Ont.		
Ontario Statute (37 Vic.)	63	1874
Act to amend the Acts relating to		
Ontario Statute (38 Vic.)	61	1874
Ontario Statute (39 Vic.)	22	1875-76
Ss. 1 of sec 2.		
Ontario Statute	14	1877
Ss. 1 of sec 1.		
Ontario Statute	58	1878
Ontario Statute	70	1880
Ontario Statute	67	1882
Act to consolidate the above and other Rys. under the name of "The Midland Railway of Canada."		
Ontario Statute	71	1889
See Grand Trunk.		
VICTORIA EXTENSION RAILWAY COMPANY:		
Ontario Statute	71	1880
Act to incorporate.		

	Cap.	Year.
VICTORIA MINES RAILWAY COMPANY:		
Ontario Statute	125	1900
Act to incorporate.		
VICTORIA AND SAULT STE. MARIE JUNCTION RAILWAY COMPANY:		
Dominion Statute	80	1886
Act to incorporate, p. 68.		
Dominion Statute	53	1890
An Act to amend the Act to incorporate, p. 35.		
VAUDREUIL RAILWAY COMPANY:		
Dominion Statute (16 Vic.)	134	
An Act of Incorporation.		
Dominion Statute	46	1871
Act concerning, and to change name to the "Ottawa, Vaudreuil and Montreal Ry. Co."		
VAUDREUIL AND PRESCOTT RAILWAY COMPANY:		
Dominion Statute	84	1884
Act to incorporate, p. 163.		
Dominion Statute	38	1890
Act to change the name of the Company to "The Montreal and Ottawa Railway Company," p. 43.		
See Montreal and Ottawa Ry. Co., 1891, cap. 96.		
VAUDREUIL AND OTTAWA RAILWAY COMPANY:		
Ontario Statute	41	1892
Sec. 2.		
Ontario Statute	34	1893
Ss. 4 and 5 of sec. 1.		
Ontario Statute	48	1896
Sec. 6.		
Ontario Statute	40	1897
Ss. 2 of sec. 1.		

W.

WABIGOON, MANITOU AND RAINY LAKE RAILWAY COMPANY:		
Ontario Statute	126	1900
Act to incorporate.		
WAHNAPITAE RAILWAY COMPANY:		
Ontario Statute	154	1910
Act to incorporate.		
WALKERTON AND LUCKNOW RAILWAY COMPANY:		
Dominion Statute	138	1904
Act to incorporate p. 283.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	175	1905
Act respecting, p. 529.		
Dominion Statute	149	1909
Act respecting.		
Dominion Statute	174	1910
Act respecting.		
Ontario Statute	113	1910
See Act respecting Town of Durham.		
Dominion Statute	147	1911
Act respecting.		
WATERLOO JUNCTION RAILWAY COMPANY:		
Ontario Statute	84	1889
Act to incorporate.		
See Grand Trunk.		

	Cap.	Year.
WATERLOO AND MAGOG RAILWAY COMPANY:		
Dominion Statute	68	1887
Act respecting, p. 47.		
Declared to be a work for the general advantage of Canada.		
Owned by Canadian Pacific Ry.		
WATERLOO, WELLINGTON AND GEORGIAN BAY RAILWAY COMPANY:		
Ontario Statute	68	1879
Act to incorporate.		
Ontario Statute	57	1883
WELLAND RAILWAY COMPANY:		
Dominion Statute	60	1879
Act to authorize the W. Ry. Co. to convert their six per cent. mortgage bonds into five per cent. debenture stock, and for other purposes, p. 26.		
Dominion Statute	53	1884
Act to authorize the transfer of the Welland Ry. Co. to the Grand Trunk Ry. Co. of Canada, and for other purposes, p. 21.		
See Grand Trunk.		
WELLINGTON, GREY AND BRUCE RAILWAY COMPANY:		
Dominion Statute	93	1864
Act to incorporate.		
Ontario Statute	13	1868
Act to amend Act incorporating.		
Ontario Statute	37	1870-71
Act to amend Act incorporating and to extend the time for completing same.		
Ontario Statute	82	1873
Ontario Statute	83	1873
Ontario Statute	59	1874
Act to amend Acts respecting.		
Ontario Statute	31	1878
Ontario Statute	69	1892
See Great Western Division and Grand Trunk Railway.		
WESTERN CENTRAL RAILWAY COMPANY:		
Ontario Statute	109	1905
Act to incorporate.		
Ontario Statute	125	1906
Act to amend Act incorporating.		
Ontario Statute	137	1908
Ontario Statute	155	1910
Act respecting.		
Dominion Statute	150	1911
Act respecting.		
Declared to be a work for the general advantage of Canada.		
WESTERN COUNTIES RAILWAY COMPANY:		
Ontario Statute	69	1882
Act to incorporate.		
WESTERN ONTARIO RAILWAY COMPANY:		
Dominion Statute	69	1888
Act to incorporate.		
WEST ONTARIO PACIFIC RAILWAY COMPANY:		
(See Canadian Pacific Railway).		
Dominion Statute	87	1885
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	70	1886
Dominion Statute	62	1887
Dominion Statute	53	1888
Ontario Statute	74	1892
Act respecting the City of London and certain other railways.		

	Cap.	Year.
Dominion Statute	178	1906
Dominion Statute	169	1908
Dominion Statute	176	1910
Act respecting.		
Dominion Statute	167	1912
Dominion Statute	114	1914
Act respecting.		

WESTON AND DUFFIN'S CREEK RAILWAY COMPANY:

Ontario Statute	78	1881
Act to incorporate.		
Ontario Statute	70	1882

WESTON, HIGH PARK AND TORONTO STREET RAILWAY COMPANY:

Ontario Statute	97	1891
Incorporated under "The Ontario Joint Stock Companies Letters Patent Act, 21st April, 1892."		
Name changed to "The City and Suburban Electric Ry. Co., Limited."		
Toronto Suburban Street Ry. Co. may acquire property, etc.		
See section 2, cap. 94, 1894.		
See Toronto & York Radial Ry. Co.		

WHITBY AND BOBCAYGEON EXTENSION RAILWAY COMPANY:

Ontario Statute	60	1878
Act to incorporate.		
Ontario Statute	69	1879
Power to sell to the Whitby, Port Perry and Lindsay Ry. Co.		

WHITBY AND PORT PERRY EXTENSION RAILWAY COMPANY:

Ontario Statute	59	1874
The Whitby and Port Perry Ry. Co., name changed to the "Whitby and Port Perry Extension Ry. Co."		
Ontario Statute	82	1877
Name changed to the "Whitby, Port Perry and Lindsay Ry. Co."		
Ontario Statute	14	1877
Ss. 2 of sec. 1.		
See Grand Trunk.		

WHITBY, PORT PERRY AND LINDSAY RAILWAY COMPANY:

Ontario Statute	82	1877
Ontario Statute	59	1878
Ontario Statute	70	1879
Ontario Statute	79	1881
Ontario Statute	67	1882
Act to consolidate the Toronto and Nipissing Ry. Co., the Whitby, Port Perry and Lindsay Ry. Co., the Victoria Ry. Co., the Toronto & Ottawa Ry. Co., the Grand Junction Ry. Co., and the Midland Railway of Canada.		
See Grand Trunk.		

WINDSOR, AMHERSTBURG AND LAKE ERIE RAILWAY COMPANY:

Ontario Statute	115	1895
Act to incorporate.		

WINDSOR, CHATHAM AND LONDON RAILWAY COMPANY:

Dominion Statute	183	1906
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	171	1908
Act respecting.		
Dominion Statute	170	1912
Act respecting.		

WINDSOR AND ESSEX AND LAKE SHORE RAPID RAILWAY COMPANY:

Ontario Statute	71	1879
Act to incorporate.		

	Cap.	Year.
Ontario Statute	72	1880
Act to amend the Act incorporating.		
Note following Act.		
WINDSOR, ESSEX AND LAKE SHORE RAPID RAILWAY COMPANY:		
Ontario Statute	92	1901
Act to incorporate.		
Ontario Statute	97	1902
Ontario Statute	95	1904
Ontario Statute	110	1905
Dominion Statute	184	1906
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		
Dominion Statute	152	1909
Act respecting.		
WINDSOR AND TECUMSEH ELECTRIC RAILWAY COMPANY:		
(Operated by Sandwich, Windsor and Amherstburg Electric Ry. Co.)		
Ontario Statute	96	1904
Act to incorporate.		
Power other than steam.		
Ontario Statute	111	1905
See Ontario Traction Co. agreement with.		
Ontario Statute	112	1907
Act respecting the W. & T. El. Ry. Co. and the Sandwich, Windsor & Amherstburg Ry. Co.		
WINNIPEG AND ATLANTIC RAILWAY COMPANY:		
Dominion Statute	62	1892
Act to incorporate.		
WOODSTOCK, THAMES VALLEY AND INGERSOLL ELECTRIC RAILWAY COMPANY:		
Ontario Statute	127	1900
Act to incorporate.		
Ontario Statute	98	1902
Act to amend the Act incorporating.		
See the Grand Valley Ry. Co., the Brantford S. Ry. Co., also the Port Dover, Brantford, Berlin and Goderich Ry. Co.		
Ontario Statute	63	1914
See Act respecting City of Brantford.		
WORTHINGTON AND ONAPING RAILWAY COMPANY:		
Ontario Statute	106	1899
Act to incorporate.		

Y.

YORKVILLE LOOP LINE RAILWAY COMPANY:		
Ontario Statute	77	1873
Act to incorporate.		
Ontario Statute	85	1875-76
Act to amend the Act to incorporate.		
Ontario Statute	72	1879
Ontario Statute	80	1881
Act to amend Acts respecting.		
Ontario Statute	78	1884
Ontario Statute	85	1889

Z.

ZENITH MINING AND RAILWAY COMPANY:		
Dominion Statute	92	1899
Act to incorporate.		
Declared to be a work for the general advantage of Canada.		

ONTARIO SAFETY LEAGUE.

In view of this Board having taken an active part in the formation of the above League, which was organized on the 17th of September, 1913, it takes great pleasure now in giving space in its Ninth Annual Report for the publication of the names of the first elected officers of the Executive and their report; also the names of the present Executive officers.

EXECUTIVE OFFICERS OF 1914.

Honorary President.

His Honor, Sir John M. Gibson, K.C.M.G., K.C., LL.D., Lieutenant-Governor of Ontario.

President.

James L. Hughes, LL.D.

Vice-Presidents.

Col. Sir H. M. Pellatt, Knt., C.V.O., A.D.C.
John C. Eaton, President T. Eaton Company, Limited.

Executive Committee.

James L. Hughes, LL.D.
Col. Sir H. M. Pellatt, Knt., C.V.O., A.D.C.
John C. Eaton.....President T. Eaton Company, Limited.
A. B. Ingram.....Vice-Chairman Ontario Railway and Municipal Board.
J. O. McCarthy.....Vice-Chairman Board of Control, Representative City of Toronto.
Fred J. Conboy, D.D.S.....Representative Board of Education, Toronto.
John T. Loftus, Barrister.....Representative Separate School Board, Toronto.
Ernest Webb.....Representative Toronto District Labor Council, Member Council O.S.L.
P. E. Doolittle, M.D.....President Ontario Motor League, Chairman Membership Committee, O.S.L.
O. Hezzelwood.....President Canadian Automobile Federation, Chairman Finance Committee, O.S.L.
W. R. McRae.....Master Mechanic, Toronto Railway Company, Chairman Campaign Committee.
F. L. Hubbard.....Assistant to General Manager, Toronto Railway Company; Member Council O.S.L.

Secretary-Treasurer.

R. B. Morley.

Organizer and Engineer.

J. F. H. Wyse.

FIRST ANNUAL REPORT, ONTARIO SAFETY LEAGUE.

In presenting our First Annual Report, we wish to acknowledge our debt to the members of the Ontario Railway and Municipal Board for the large amount of data, relative to safety work, which had been collected by them. The best thanks of our Committee are due to the Toronto Automobile Trade Association, the Toronto Railway Company, the City Council and the many public-spirited citizens who contributed the funds to conduct the campaign for 1914. We are indebted to the daily and weekly newspapers of this city, the magazines devoted to motoring, the *Canadian Electrical News* and other magazines for the publicity given to the safety movement through their columns. We also wish to express

our thanks to numerous safety organizations in the United States, especially the American Museum of Safety, New York City; the National Safety Council, Chicago; the Public Safety Commission of Chicago, the Bureau of Public Safety, Brooklyn, and many other bodies, whose officers have given freely to us of their time and experience.

As will be readily understood, the work of the Ontario Safety League is almost entirely educational and the question of dealing with the whole public of a large and growing city is different from that of dealing with the men employed in an iron foundry, a railway system and so forth. Safety devices and rules for safety can be enforced, if necessary, by the employer upon the man employed in any work of a dangerous nature. Not so with the public. It is imperative, therefore, to continuously reach all classes of citizens, to show them that prevention is better than cure and to have them become fully seized of that fact. With this end in view, we have carried on a campaign designed to reach all classes of street-users, for we have given most of our energy to endeavouring to reduce traffic accidents, at the same time, however, pointing out that accidents of all sorts may be considerably reduced by the exercise of more care on the part of all concerned.

After the office was opened on the first of January, 1914, we devoted the first month to gathering additional information from all available sources, and the policy of keeping in constant touch with other safety organizations has been adhered to throughout the year.

About the end of January, we prepared and sent out over six thousand letters to motorists, manufacturers and other extensive users of the streets. With these letters were enclosed circulars, cards of instruction and in each letter we appealed for help and co-operation, both as to assistance in the work and contribution of funds. The total amount received by mail from these letters was small, but each person receiving one had his attention called to the need for the work and the desirability of helping to prevent accidents. The letters to manufacturers were followed by a personal call and the matter gone into more fully. Many manufacturers took considerable interest in the work and were supplied with circulars, safety notices, etc., for distribution among their employees.

We then took up the question of assistance, in the campaign, from the motormen and conductors on the street cars. A large amount of literature was supplied to the men and "Safety First" buttons distributed to about eighteen hundred employees of the Toronto Railway Company.

The Ontario Motor League contest for prizes totalling Fifty Dollars was conducted through this office. The title for an essay was submitted to the children in the schools, through the kindly offices of the School Boards, and we received many compositions, most of which showed that the scholars had entered into the spirit of the work and were endeavouring to tell in their own way how best to avoid traffic accidents. The three prizes of $25, $15 and $10 were awarded by the Judges, Messrs. J. O. McCarthy, F. J. Conboy and John T. Loftus, to pupils at Hillcrest School, Dovercourt School and Alexander Muir School, respectively, where the presentations were made in each case before the assembled scholars.

A total of 150,000 "Safety First" blotters were distributed among the pupils of Toronto schools. Each blotter had words of caution printed thereon and served to remind the children of the necessity for care, particularly on the streets.

Through the courtesy of the Board of Education, all of the Exercise Books, Note Books and Work Books were printed with rules for safety on either the front or back cover. About one million of these books were distributed in 1914.

During the summer months, nearly 3,500 children from the City Playgrounds were taken to and from Scarborough Beach Park, without cost to them, and were shown the moving picture film entitled "The Price of Thoughtlessness" and given a short talk on safety. The film depicted in a striking manner the accidents to which children are exposed and contained a most wholesome lesson. This film was also shown in many moving picture houses in Toronto and in all cases no charge was made to children. During Easter week, nearly three thousand children saw the pictures at the Strand Theatre. The pupils of several of the public schools in the middle east of the city were shown the film at the Boys' Dominion Club on Shuter Street. These children were taken to the hall under the care of teachers and undoubtedly learned much about the prevention of accidents. We are indebted to the General Film Company and many of the picture theatres for their help in this part of our crusade.

Speakers from the League talked to the Toronto District Labor Council, the Toronto Chauffeurs' Protective Association, the Toronto Motorcycle Club, and the Organizer and Engineer lectured before the Canadian Electrical Association, assembled in convention at Montreal. Through the courtesy of the Association this was accomplished without expense to the Ontario Safety League. This was a most important meeting, as over four hundred delegates from Canada and the United States were present. These delegates represented companies having nearly $100,000,000 invested in electrical plants in these countries. At this meeting, a number of films and lantern slides, dealing with the prevention of traffic and industrial accidents, were shown. The same programme was repeated before the Toronto branch of the National Electric Light Association. At the Montreal meeting the question of grounding of secondary wires was considered, and later, this was taken up with the Hydro-Electric Commission of Ontario, which has promised to have the matter dealt with in a proper manner.

At the Toronto Exhibition, last autumn, we showed "The Price of Thoughtlessness" several times daily and distributed 10,000 "Safety First" buttons. This was accomplished through the kindness of Dr. McCullough, of the Department of Public Health, Ontario.

Numerous notices and signs have been placed in street cars, on billboards, in shops, etc., all designed to call the attention of the public to the need for more thought of safety. "Safety First" has been printed in red on poles at all street car stopping-places throughout the city.

During the year, the Toronto press, at our request, have inserted over one hundred and fifty reading notices, editorials, etc., all dealing with the question of safety in some form. In addition, a number of paid advertisements were inserted in the newspapers early in 1914.

We have assisted several other Canadian cities to inaugurate safety campaigns and have distributed a large amount of our literature throughout the country.

During the summer months the Secretary-Treasurer, without expense to the League, visited Buffalo, Boston, Cleveland and Detroit and obtained much valuable information from the safety organizations in those cities.

The largest and most important part of our crusade was commenced early in September. Careful preparations were made to visit all Public and Separate

Schools in Toronto with a view to teaching the pupils the value of safety, both for themselves and others. Arrangements were made with the School Boards to permit us to take a few mnutes in each room in every school in the city. The plan adopted was simple and took as little time from the class work as possible. In each school we lectured in the individual class rooms and immediately afterwards distributed "Safety First" buttons to all the pupils. In the talk, we endeavoured to show the children what an accident meant and how to avoid it and asked for their co-operation in the work as to accidents to themselves and to others. We also secured the sympathy and assistance of the principals and teachers, so that the work done would be followed by further instruction in the schools. Some idea of the magnitude of this portion of our campaign may be gathered when we cite the fact that we talked to about 65,000 children in nearly 1,300 rooms in over one hundred schools.

In addition to the items mentioned in detail, we have had a very large amount of correspondence, much time has been spent in interviewing various bodies and individuals and considerable time and work expended upon the distribution of "Safety First" cards and other matter. To sum up the distribution of our literature, we give the following figures:

150,000 blotters.
25,000 circulars.
4,000 6 by 12 inch "Safety First" cards.
100,000 buttons.
22,000 gummed stickers.
10,000 motorist's cards.

The fatal accidents on Toronto streets show an increase for 1914 over 1913. This is unfortunate, but does not mean that our campaign has been a failure, in fact it demonstrates the necessity for the continued existence of the League. Many public safety bodies in the United States found that their first year's work did not give any reduction in accidents as it takes time for the public to fully realize the need for more care and caution from all classes.

In view of the information gathered and the large amount of labour expended on preliminary work, it would be unfortunate to allow this campaign to fail now for lack of funds. We have the necessary data and organization and can successfully conduct the crusade for at least another year, but money is necessary.

All of which is respectfully submitted.

R. B. Morley,
Secretary-Treasurer.
J. F. H. Wyse,
Organizer and Engineer.

Toronto, 26th January, 1915.
34 Victoria Street.

"Safety First"

ONTARIO SAFETY LEAGUE.

Land Security Building, 34 Victoria Street, Toronto. Telephone Main 6222.

EXECUTIVE OFFICERS FOR 1915.

Honorary President.

His Honor, Lieut.-Col. J. S. Hendrie, C.V.O., Lieutenant-Governor of Ontario.

President.

T. L. Church, K.C., Mayor of Toronto.

Vice-Presidents.

Col. Sir Henry M. Pellatt, Knt.,C.V.O., A.D.C.
John C. Eaton, President T. Eaton Company, Limited.
A. B. Ingram, Vice-Chairman Ontario Railway and Municipal Board.

Executive Committee.

The President and Vice-Presidents.

Jos. E. Thompson.....Board of Control, Representative City of Toronto.
Dr. G. J. Steele.....Representative Board of Education, Toronto.
E. F. Henderson.....Representative Separate School Board, Toronto.
F. L. Hubbard.....Representative Toronto Railway Company.
W. W. Digby.....Representative Ontario Motor League.
M. A. Kennedy.....Representative Toronto Automobile Trade Association.
P. E. Doolittle, M.D.....Chairman Membership Committee, O.S.L.
Thomas Foster.....Board of Control, Chairman Finance Committee, O.S.L.
W. R. McRae.....Master Mechanic Toronto Railway Company, Chairman Campaign Committee, O.S.L.
David Archibald.....Deputy Chief of Police, Chairman Organization Committee, O.S.L.
Ald. Joseph Gibbons.....Representative Council, O.S.L.
J. T. Burke.....Chief Inspector of Factories, Representative Council, O.S.L.
Ernest Webb.....Representative Toronto District Labor Council, Representative Council, O.S.L.

Organizer and Engineer.

J. F. H. Wyse.

Secretary-Treasurer.

R. B. Morley.

TELEPHONE SYSTEMS

Summary of Returns from Telephone Companies, Municipalities and Individual Owners of Telephone Lines up to December 31st, 1914

No.	Name of Company or System	Secretary or Owner	P.O. Address	Year started	No. of telephones	Miles of poles	Miles of circuit	Capital expended	Receipts for 1914	Expenditure for 1914
								$	$ c.	$ c.
1	Ahmic Telephone Co., Ltd.	W. J. Snaith	Ahmic Harbour	1907	67	103	135	15,200	1,002 58	847 66
2	Apsley Telephone Co., Ltd.	Wm. Gallon	Apsley	1909	40	43	.....	2,381	676 66	688 94
3	Ayr Rural Telephone Co., Ltd.	Jas. G. Fair	Ayr	1908	146	65	85	7,758	2,279 19	912 66
4	Barton & Binbrook Telephone Co., Ltd.	Abiathar Marshall	Hamilton	1909	139	38	132	12,515	3,110 14	2,236 86
5	Bethesda & Stouffville Telephone Co., Ltd.	David W. Heise	Stouffville	1904	790	.....	400	57,670	9,828 05	6,865 89
6	Blenheim & South Kent Tel. Co., Ltd.	Geo. Taylor	Blenheim	1907	654	149	.....	37,038	8,035 61	6,535 71
7	Bolton Telephone Co., Ltd.	Robert Smith	Bolton	1908	715	180	743	45,000	9,273 86	9,232 44
8	Burgessville Telephone Co., Ltd.	Henry Sneath	Woodstock	1905	519	226	253	23,882	7,264 81	4,610 40
9	Burnt River Telephone Co., Ltd.	Sam. Suddaby	Burnt River	1907	96	54	67	6,320	1,106 00	400 00
10	Canadian Machine Telephone Co., Ltd.	F. D. MacKay	Toronto	1902	1,202	142	1,644	328,640	.....	*.....
11	Canadian Machine Telephone Co., Ltd.									
12	Canadian Machine Telephone Co., Ltd.									
13	Camden Independent Telephone Co., Ltd.	H. M. Ryan	Newburgh	1910	190	58	60	8,726	1,962 58	1,103 19
14	Caradoc-Ekfrid Telephone Co., Ltd.	G. W. Sponeburgh	Melburne	1908	574	.....	538	15,600	3,900 96	3,750 93
15	Consolidated Telephone Co., Ltd.	Henry McClellan	Erin	1908	494	197	345	43,815	8,965 00	*8,965 00
16	Conn Telephone Co., Ltd.	Chas. Duncan	Conn	1903	115	47	63	5,000	826 36	440 00
17	Dereham Telephone Co., Ltd.	R. W. Hawkins	Brownsville	1907	260	51	.....	13,353	4,464 00	3,670 43
18	Dunwich & Dutton Tel. Association, Ltd.	J. M. Blue	Dutton	1896	210	80	90	4,200	2,036 23	1,917 74
19	East Middlesex Telephone Co., Ltd.	K. M. Whitehead	Thorndale	1906	358	99	183	2,2191	4,370 19	4,026 84
20	Ernestown Rural Telephone Co., Ltd.	R. W. Anglin	Odessa	1909	363	70	155	14,000	4,627 00	*4,600 00
21	Erie Telephone Co., Ltd.	E. G. Hoover	Selkirk	1906	1,119	253	606	89,176	15,010 08	9,110 67
22	Fenella Rural Telephone Co., Ltd.	M. Davey	Fenella	1910	60	20	35	2,000	190 00	135 00
23	Haldimand Rural Telephone Co., Ltd.	John D. Craig	Grafton	1906	143	.....	104	5,750	863 00	465 00
24	Halton Telephone Co., Ltd.	H. E. Tuck	Hornby	1909	243	90	170	15,000	4,359 88	3,566 00
25	Hamilton Rural Telephone Co.	Allan B. McIntosh	Cold Springs	1904	202	.....	179	.....	1,626 08	1,054 49
26	Harrietsville Telephone Association, Ltd.	C. B. Adams	Harrietsville	1903	440	125	221	12,565	5,748 55	5,974 31
27	Hazeldean Rural Telephone Co., Ltd.	R. H. Grant	Hazeldean	1909	200	.....	.....	20,000	3,913 31	3,604 25
28	Forest Home Telephone Association	.....	Orillia, R.R. 1	1912	16	13	13	1,500	4 64	88 80
29	Highland Telephone Co., Ltd.	J. M. Moodie	Black Bank	1910	58	26	38	3,100	.....	.....
30	Hymers Telephone Co., Ltd.	W. G. Williams	Hymers	1906	7	35	40	3,380	280 00	*45 00
31	Ingersoll Telephone Co., Ltd.	E. F. Waterhouse	Ingersoll	1906	1,216	172	639	108,951	17,483 59	12,660 52
32	King Telephone Co., Ltd.	Geo. Norman	King	1907	230	60	.....	8,500	3,255 51	3,028 25
33	Leeds & Grenville Independent Telephone Co., Ltd.	Geo. W. Chapman	North Augusta	1908	577	170	595	33,745	8,530 16	3,225 68
34	Lennox Telephone Co., Ltd.	Thos. Gould	Gosport	1908	85	27	78	6,200	1,048 42	584 47

35	Malahide & Bayham Tel. Assn., Ltd.	Wm. Yeandle	Straffordville	1909	398	99	161	8,120	2,477 32	2,263 52
36	Manitoulin & North Shore Telegraph & Telephone Co.	B. H. Turner	Little Current	1892	25	143	145	17,000	2,546 23	1,797 86
37	Maple Telephone Club	Wm. Vivian	Sault Ste. Marie	1913	4	1	1	.....	55 45	.....
38	McKillop, Logan & Hibbert Tel. Co., Ltd.	A. A. Colquhoun	Staffa	1908	400	128	274	18,711	5,713 37	3,380 77
39	Molesworth Independent Tel. Co., Ltd.	Alex. H. Crerar	Wroxeter	1909	71	24	39	3,200	815 00	475 00
40	Mornington & Wellesley Tel. Assn., Ltd.	Alex. Harron	Millbank	1908	135	82	82	9,100	1,306 95	1,275 32
41	Mount Forest, Wellington & Grey Tel. Co., Ltd.	R. O. Kilgour	Mount Forest	1908	106	80	118	7,360	1,670 78	1,640 95
42	Mount Albert Telephone Co., Ltd.	E. W. Love	Mount Albert	1906	458	.....	440	20,682	5,619 07	4,532 34
43	Nelson Telephone Co., Ltd.	J. W. Ramshaw	Milton	1907	224	.....	274	.....	.....	.....
44	New Dundee Rural Telephone Co., Ltd.	J. Lantenschlger	New Dundee	1908	168	122	122	8,245	2,572 00	2,055 97
45	New Glasgow Telephone Co., Ltd.	Arch. Maccoll	Rodney	1909	121	41	44	6,000	1,050 00	1,000 00
46	Niagara District Telephone Co., Ltd.	M. Banks	Jordan Station	1906	524	91	341	28,500	4,712 12	4,509 00
47	Nissouri Telephone Co., Ltd.	Robt. Oliver	Thamesford	1908	164	50	148	5,600	1,899 75	1,419 67
48	Noisy River Telephone Co., Ltd.	M. N. Stephens	Glencairn	1908	400	141	276	26,807	10,892 00	*10,892 00
49	Norfolk County Telephone Co., Ltd.	T. D. Duncombe	Waterford	1906	1,254	337	859	83,767	18,750 95	11,715 71
50	North Huron Telephone Co., Ltd.	H. B. Elliott	Wingham	1909	439	135	367	25,195	5,563 26	4,898 37
51	Oro Telephone Co., Ltd.	Jno. Wiggins	Oro Station	1909	214	96	295	10,918	3,549 43	3,417 56
52	People's Telephone Co. of Forest, Ltd.	G. E. McIntosh	Forest	1906	419	93	226	16,641	5,914 71	5,097 60
53	People's Telephone & Telegraph Co., Ltd.	J. Haryett	Maynooth	1905	167	172	249	17,200	3,288 00	*3,241 00
54	Port Hope Telephone Co., Ltd.	A. M. Jones	Clarke	1899	236	114	166	13,332	3,022 00	*1,663 00
55	Princeton & Drumbo Telephone Co., Ltd.	W. P. Blackmore	Princeton	1907	551	150	340	29,800	7,451 24	2,835 59
56	Rainy River International Tel. Co., Ltd.	D. Godwin	Rainy River	1905	68	.....	170	22,746	4,061 75	4,200 78
57	Rural Telephone Co. of Kitley, Ltd.	J. E. Lockwood	Newbliss	1907	247	60	126	10,369	2,190 55	1,434 78
58	Scarboro Independent Tel. Co., Ltd.	C. J. Humphrey	Highland Creek	1905	450	.....	150	40,000	5,416 90	5,416 90
59	Schomberg Telephone Co., Ltd.	C. A. Weaver	Schomberg	1910	263	246	246	34,250	4,408 00	*3,645 00
60	Lambton Telephone Co., Ltd.	R. G. Stokes	Sombra	1911	174	58	59	16,287	1,096 20	800 06
61	South Leeds & Pittsburg Tel. Co., Ltd.	B. E. Sliter	Gananoque	1908	212	59	.....	10,000	2,754 00	1,250 00
62	South Malahide Telephone Co., Ltd.	Addison Turrill	Aylmer	1905	580	85	314	18,000	2,712 00	*2,096 00
63	Southwold & Dunwich Tel. Assn., Ltd.	John H. Sells	Shedden	1906	235	124	124	4,575	1,406 20	800 00
64	Springbank Telephone Co., Ltd.	J. H. Rogers	Fordwich	1909	111	33	79	3,000	1,010 00	730 00
65	St. Mary's, Kirkton & Easter Tel. Co.	E. N. Sheir	Kirkton	1906	772	205	507	36,648	8,676 00	4,842 65
66	St. Mary's-Medina Telephone Co., Ltd.	John Bolton	St. Mary's	1907	150	38	68	10,723	1,933 76	1,429 95
67	Sunderland Telephone Co., Ltd.	Henry Tocher	Sunderland	1908	148	68	92	4,735	2,195 42	2,111 37
68	Temiskaming Telephone Co., Ltd.	P. R. Craven	New Liskeard	1905	1,229	.....	.....	100,050	39,733 22	32,787 40
69	Thamesville Telephone Co., Ltd.	G. C. Hubbell	Thamesville	1909	420	113	227	26,156	5,456 46	2,902 94
70	Thedford, Arkona & East Lambton Telephone Co., Ltd.	A. J. Grant	Thedford	1909	245	.....	124	13,472	3,591 35	2,286 25
71	United Telephone Co., Ltd.	C. E. Johnson	Denfield	1910	493	162	287	27,560	5,027 06	2,765 80
72	Urban & Rural Telephone Co., Ltd.	Jno. MacRae	Bothwell	1910	367	141	534	21,569	6,855 44	6,007 88
73	Welland County Telephone Co., Ltd.	Geo. Tait	Bridgeburg	1906	1,009	208	718	75,482	13,622 93	7,124 30
74	West Garafraxa Tel. Co-op. Assn., Ltd.	Frank Vallery	Belwood	1905	57	33	33	3,311	370 00	337 50
75	West Williams Rural Telephone Assn.	W. A. Milliken	Strathroy	1910	129	47	75	6,772	1,662 32	973 65
76	Wheatley Telephone Co., Ltd.	R. N. Epplett	Wheatley	1908	316	67	156	17,492	2,934 63	2,655 02

*1913.

TELEPHONE SYSTEMS—Continued

Summary of Returns from Telephone Companies, Municipalities and Individual Owners of Telephone Lines up to December 31st, 1914

No.	Name of Company or System	Secretary or Owner	P.O. Address.	Year started	No. of telephones	Miles of poles	Miles of circuit	Capital expended	Receipts for 1914	Expenditure for 1914
								$	$ c.	$ c.
77	Wroxeter Rural Telephone Co., Ltd.	W. C. Hazlewood	Wroxeter	1909	299	.....	.....	14,600	3,503 65	1,692 63
78	Yarmouth Rural Telephone Co., Ltd.	B. Griffin	New Sarum	1908	68	23	37	2,597	627 00	418 00
79	Admaston Rural Telephone Association	R. W. Brown	Admaston Stn.	1910	26	12	12	960	160 30	110 50
80	Ashgrove Rural Telephone System	Henry Wilson	Georgetown	1908	11	3	3	400	100 25	95 45
81	Aylmer & Mapleton Telephone Co., Ltd.	L. M. Brown	Kingsmill	1907	Amalga with the South Malahide Tel. Assn.					
82	Little Britain Telephone System	Dr. E. W. Hall	Little Britain	1910	16	.....	.....	450	80 00	69 25
83	Belmont Telephone Co-op. Association	A. W. Venning	Belmont	1905	223	80	181	3,800	2,876 20	1,051 82
84	Ben Allen Telephone System	W. M. Morrison	Owen Sound	1910	6	3	3	300	.....	* .....
85	Bond's Corners Telephone Association	Edward Adams	Woodstock	1910	11	2	2	300	78 00	98 00
86	Chatsworth Rural Telephone Co.	John Macdonald	Chatsworth	1909	107	31	125	5,597	1,483 10	659 12
87	Coulson-Jarratt Telephone Association	J. A. Boadway	Jarratt	1910	31	.....	55	2,000	288 00	155 00
88	Crediton Telephone Association	J. N. Orme	Crediton	1910	166	50	140	10,000	1,500 00	1,050 00
89	Derby Telephone Association	H. S. Weaver	Owen Sound	1909	100	25	42	5,000	1,331 82	949 41
90	Desboro Telephone Association	John Rahn	Desboro	1910	102	38	61	3,370	132 78	124 34
91	Durham Union Telephone Co.	Neil Colville	Orono	1906	272	144	167	10,500	1,276 24	1,199 02
92	Gillies Hill Telephone Association	James Crerar	Chesley	1909	.....	7	.....	427	272 34	111 21
93	Glengarry Tel. Co-op. Tel. Assn., Ltd.	W. J. McKinnon	Alexandria	1907	222	87	217	14,000	2,936 31	1,638 26
94	Harwood Rural Tel. Co.	R. E. Drope	Harwood	1907	28	8	8	1,036	111 83	110 98
95	Hopetown Telephone Co.	Lorne Stewart	Hopetown	1908	168	110	150	4,500	1,484 42	861 52
96	Horton-McNab Telephone Co., Ltd.	W. F. Phillips	Braeside	1909	92	47	47	2,380	1,118 00	978 40
97	Houghton, Bayham & Tillsonburg Telephone Association, Ltd.	John Clark	Kinglake	1907	125	70	70	28,000	511 93	408 59
98	Ingleside Telephone Association	John Clarkson	Woodstock	1909	12	5	.....	.....	98 36	98 11
99	Innerkip Rural Telephone Co., Ltd.	A. N. Hotson	Innerkip	1906	530	140	525	34,576	6,765 52	4,839 16
100	Innisfil Telephone Association	Walter Ralston	Lefroy	1910	84	21	30	4,050	1,178 45	983 81
101	Lake Shore Mutual Telephone System	A. G. Emerton, Jr.	Kincardine	1910	38	12	.....	1,600	275 00	162 00
102	Lanark & Ramsey Telephone Association	Alfred Hammond	Carleton Place	1909	23	17	17	2,000	205 30	50 29
103	Leeds & Frontenac Telephone Co., Ltd.	Alfred Chapman	Seeley's Bay	1908	456	92	210	12,000	.....	1,750 00
104	Leith & Annan Telephone Club	Arthur Cameron	Leith	1908	82	21	.....	3,365	909 10	799 80
105	Madawaska Telephone Association	F. M. McLeod	Burnstown	1909	58	.....	.....	1,890	289 95	168 13
106	Mapleshade Telephone Association	James Fleming	Woodstock	1910	7	.....	.....	.....	55 40	.....
107	McNab Telephone Association	J. E. Murphy	Arnprior	1910	39	21	21	2,000	280 00	175 00
108	Mono Mills Telephone Association	Rev. J. A. Black	Mono Mills	1908	130	100	116	5,000	740 00	720 00
109	Moscow Rural Telephone Association	J. L. Van Luven	Moscow	1910	65	25	35	2,800	.....	.....
110	Mount Carmel & Centralia Tel. Assn.	S. Davis	Centralia	1900	30	10	15	3,500	337 00	365 00
111	Norfolk & Tilsonburg Telephone Assn.	Albert Swinn	Mabee	1905	233	60	131	9,000	2,408 01	1,940 53

112	Norland Telephone Co.	E. F. Le Craw	Norland	1909	21	10	.....	380	23 10	8 10
113	North Brant Telephone Association	F. W. Fisher	Elmwood	1908	39	14	16	1,600	.....	.....
114	Northcote Farmers' Telephone Assn.	C. J. Simpson	Northcote	1909	42	11	11	885	78 0	78 50
115	Pioneer Telephone Association	Thos. P. Hart	Woodstock	1909	19	3	3	400	206 95	195 00
116	Progressive Telephone Co.	.....	.....	1909			Not reported			
117	Queen's Line Telephone Association	Wm. J. Oates	Queen's Line	1910	18	4	8	700	124 00	90 00
118	Minesing Telephone Association	A. Ronald	Minesing	1907	91	20	30	3,500	.....	.....
119	Saugeen Telephone Association	Jas. E. Metcalfe	Walkerton	1910	6	4	.....	300	.....	.....
120	Scotch Line & Micaville Telephone Assn.	G. F. Wilson	Perth	1910	31	12	13	1,200	39 50	28 50
121	Aberdeen Plummer Centre Line Telephone Association	Wm. McDonald	Plummer P.O.	1914	35	21	42	2,555	.....	.....
122	Springcreek Telephone Co.	H. H. Powell	Woodstock	1909	7	2	2	175	58 10	56 99
123	South Crosby Rural Telephone Co., Ltd.	G. L. Dargavel	Elgin	1909	342	70	283	19,314	2,607 54	1,379 61
124	Sutton & North Gwillimbury Telephone Co., Ltd.	Henry Sennet	Newmarket	1910	84	16	16	4,000	2,603 00	*2,567 00
125	Violet Hill Telephone Association	Jas. Horner	Camilla	1910	45	22	.....	1,975	462 00	240 00
126	Wallacetown & Lake Shore Telephone Association, Ltd.	S. V. Jones	Wallacetown	1905	182	.....	56	.....	2,317 51	2,271 89
127	Woodville Glen Telephone Co.	R. A. Byer	Woodville	1910	18	7	7	753	70 65	51 85
128	Zorra Telephone Co., Ltd.	R. H. Green	Embro	1906	127	47	57	6,823	2,121 70	1,655 90
129	Beatty Telephone System	Dr. A. C. Beatty	Garden Hill	1895	133	.....	70	6,900	1,500 00	1,000 00
130	Long Lake Rural Telephone Co.	J. L. Benn	Long Lake	1907	111	52	106	6,600	1,000 00	500 00
131	Berwick Telephone System	Dr. Berwick	Grand Valley	1904	19	12	14	975	171 00	63 00
132	Bowman Telephone System	C. Bowman	Elmwood	1909	120	.....	29	.....	900 00	750 00
133	Beeton Telephone Co., Ltd.	J. A. Swan	Beeton	1911	530	252	383	41,600	7,619 56	4,833 65
134	Dresden Rural Telephone System	Thos. Convay	Dresden	1909	395	122	235	25,187	6,054 36	4,140 87
135	Bethesda Mutual Telephone Co.	A. H. Brent	Bowmanville	1908	11	.....	.....	450	.....	.....
136	Chamberlain Telephone System	M. H. Chamberlain	Wheatley	1907	175	20	118	5,800	2,900 00	1,820 00
137	Muskoka Independent Tel. System	W. E. Campsall	Martin Siding	1907	60	.....	81	2,500	1,202 78	1,054 22
138	Chenier Telephone System	Adelard Chenier	Chelmsford	1910	39	.....	.....	5,000	1,055 00	375 00
139	Coulson Telephone System	J. Coulson	Newcastle	.....			Not reported			
140	Crews' Telephone System	J. W. Crews	Trenton	1908	5	4	8	300	50 00	50 00
141	A. B. Hoover Tel. Co.	A. B. Hoover	Nanticoke	1906	3	8	16	283	52 00	*31 00
142	Davis Stock Farm Line	H. J. Davis	Woodstock	1909	10	4	4	300	80 00	20 00
143	Ernst Telephone Line	J. P. Ernst	New Hamburg	1907	215	80	150	15,000	3,400 00	*1,500 00
144	Carp River Telephone Club	W. H. Wilson, Jr.	Sault Ste. Marie	1913	13	11	11	730	.....	.....
145	Glaister Telephone System	Wm. Glaister	Wellesley	1907	280	.....	284	18,000	2,900 00	1,400 00
146	Greenwood Private Line	A. B. Greenwood	Sutton West	1909	25	15	20	550	240 00	95 00
147	Coe Hill Rural Telephone System	Jno. R. Hardinge	Coe Hill	1906	48	37	41	6,800	548 25	297 40
148	Heric Telephone System	V. Heric	St. Clements	1909	41	9	9	1,900	446 00	145 00
149	Hyndman Private Line	H. A. Hyndman	Exeter	1907	57	20	20	2,700	620 00	350 00
150	Plummer, Aberdeen and Galbraith Rural Telephone Association	A. McPhee	Ophir	1914	16	11	18	980	1,017 00	980 00

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TELEPHONE SYSTEMS—Continued

Summary of Returns from Telephone Companies, Municipalities and Individual Owners of Telephone Lines up to December 31st, 1914

No.	Name of Company or System	Secretary or Owner	P.O. Address	Year started	No. of telephones	Miles of poles	Miles of circuit	Capital expended	Receipts for 1914	Expenditure for 1914
								$	$ c.	$ c.
151	South Gosfield Telephone Co.	H. C. Layman	Kingsville	1909	151	13	24	4,968	1,886 50	1,205 38
152	Quaker Telephone System	J. Marsh	Coldstream	1908	.....	74	151	.....	.....	.....
153	Meek Private Line	W. H. Meek	Port Rowan	1907	5	.....	5	175	15 00	15 00
154	Gore Bay Municipal Telephone System	F. W. Major	Gore Bay	1913	65	2	16	3,214	.....	.....
155	Fourth Line Telephone Co.	J. W. Leaver	Perth	1913	3	3	3	82	10 50	31 96
156	McEachern Telephone System	Dr. McEachern	Linwood	1908	78	45	45	4,500	1,058 00	327 00
157	Peerless Telephone Association	George Avery	Little Britain	1912	10	3	3	150	.....	.....
158	Osceola Telephone Association	P. W. Mulligan	Osceola	1913	16	8	8	1,000	48 00	48 00
159	St. John's Telephone System	Dr. D. G. McNeill	Arva	1908	200	40	80	12,000	2,350 00	1,200 00
160	Mill's Telephone System	Geo. R. Mills	Thamesford	1904	99	45	70	7,000	1,000 00	900 00
161	Moore & Moore Private Line	Jno. J. Moore	Brooklin	1900	16	.....	16	1,000	160 00	25 00
162	Morningstar Telephone System	E. D. Morningstar	Arkona	1909	255	69	114	10,500	2,640 00	1,000 00
163	Tye & Barr Telephone System	Drs. Tye & Barr	Milverton	1907	179	71	101	9,500	1,950 00	1,793 00
164	Brighton Municipal Telephone System	Geo. F. Little	Brighton	1913	300	117	180	20,000	.....	.....
165	Quinlan Telephone System	Dr. P. F. Quinlan	Stratford	1908	102	36	50	6,000	1,550 00	700 00
166	Reid Telephone Sytem	Norman Reid	Westmeath	1906	.....	10	11	.....	.....	.....
167	Nipissing Private Line	Richardson Bros.	Nipissing	1909	4	11	12	1,500	170 00	100 00
168	Wolftown Rural Telephone Association	Gordon Spence	R.R. 4, Cobden	1913	16	11	11	905	94 75	82 75
169	Russell Telephone System	Dr. A. L. Russell	Bailieboro	1906	100	50	50	3,000	600 00	300 00
170	Huntsville & Portage Telephone System	W. J. Moore	Huntsville	1907	29	.....	22	5,750	1,067 43	830 93
171	Pastime Telephone Association	Arthur Buttle	R.R. 5, Cobden	1913	14	13	15	1,100	49 50	42 25
172	Wightman Telephone System	Robert Wightman	Clifford	1909	236	120	120	14,000	2,600 00	1,500 00
173	Hay Tp. Municipal Telephone System	Fred Hess, Sr.	Zurich	1911	458	.....	190	23,792	.....	2,954 86
174	East Darlington Telephone Association	W. W. Down	Bowmanville	1907	8	.....	.....	.....	.....	.....
175	Bognor Telephone Co.	J. M. Thompson	Bognor	.....	Not reported.					
176	Cadman & Milling Telephone System	W. H. Cadman	Napanee	1909	31	22	22	1,700	330 00	160 00
177	Carlshrue Telephone Co.	J. A. Lenbard	Carlsruhe	1909	4	5	5	250	38 00	38 00
178	Melancthon Telephone Association	R. C. Thompson	R.R. 2, Corbetton	1914	.....	14	28	1,879	.....	.....
179	Edville & Dundonald Telephone Co.	Geo. A. Gummer	Colborne	1907	80	42	44	4,320	1,025 00	575 00
180	Elk Lake Telephone & Telegraph Co.	A. J. Reesor	Elk Lake	1909	Sold to T. & N. O. Railway Commission.					
181	Rosedale Rural Telephone Association	D. Gould	Fenelon Falls	1908	19	8	8	900	20 05	22 90
182	Braddon Telephone Co.	J. H. & J. Bradden	Latta	1906	299	73	142	12,000	3,300 00	700 00
183	Koshee-Sparrow Lake Telephone System	Orma T. Clipsham	Sparow Lake	1908	9	5	5	600	143 00	142 35
184	Port Hoover Telephone Association	C. H. Schauer	Sonya	1910	19	8	8	540	47 50	47 50
185	Dingwall Telephone Association	Alex. Ross	R.R. 3, Woodstock	1913	9	3	3	399	.....	59 00

186	Valentia Telephone Co.	Fred. Hare	Valentia	1910	55	28	28	1,839	330 12	297 66
187	Lucknow & Kinloss Telephone Assn.	R. A. Richarde	Kinlough	1908	11	.....	.....	1,000	.....	50 00
188	Marysburgh Telephone Co.	Edward Cook	Milford	1908	155	85	110	10,000	1,500 00	500 00
189	McGillicuddy & Zavitz Telephone System	G. McGillicuddy	Watford	1902	6	3	7	300	50 00	*10 00
190	Monteith, Dempsey Telephone System	Nelson Monteith	Stratford	1910	84	38	39	5,200	1,275 00	500 00
191	Adelaide Telephone System	M. C. Morgan	Kerwood	1909	200	.....	154	9,000	.....	700 00
192	Omemee Telephone Company	H. J. A. Jones	Omemee	1910	42	.....	23	1,400	504 00	250 00
193	Shamrock Telephone Co.	H. W. Cornish	Cresswell	.....	.....	.....	.....	360	57 04	18 80
194	Parkhill Rural Telephone Association	Chas. S. Hill	Parkhill	1909	162	49	71	7,217	1,837 22	1,599 80
195	Paul & Eckert Telephone System	J. J. Paul	Sebringville	1898	302	80	200	.....	.....	.....
196	Pine Grove Telephone Association	J. H. Keenan	Orillia	1910	.....	2	.....	525	.....	66 50
197	South Brant Rural Telephone Co.	Chas. Juergens	Walkerton	1910	26	8	8	1,000	155 00	141 04
198	Sprague Telephone System	J. G. Sprague	Mountain View	1898	400	51	380	20,000	4,300 00	2,000 00
199	Stratton Telephone Co.	John J. Oster	Stratton Station	1907	49	57	57	2,567	846 00	846 00
200	Cecil Swale Private Line	Cecil Swale	Wiarton	1907	9	16	18	650	115 00	71 00
201	West Flamboro Telephone Co.	Wesley Green	West Flamboro	1908	17	3	5	1,000	261 00	*154 00
202	City of Fort William	Alex. McNaughton	Fort William	1902	2,767	.....	5,349	382,559	65,957 61	56,943 12
203	City of Port Arthur		Port Arthur	1903	2,760	.....	4,285	330,500	58,809 15	30,576 10
204	Town of Kenora	G. C. Hay	Kenora	1902	529	.....	715	45,370	11,854 88	7,271 90
205	Brussels, Morris & Grey Mun. Tel. System	M. Black	Brussels	1909	821	262	572	53,785	.....	3,232 64
206	Colchester North Mun. Tel. System	T. W. Weyburn	Essex	1908	280	68	124	11,892	.....	874 00
207	Goderich Tp. Municipal Tel. System	Adam Cantelon	Clinton	1909	212	131	143	13,452	1,485 60	1,485 60
208	Gosfield North Municipal Tel. System	W. H. Noble	Cottam	1908	264	54	74	19,850	.....	.....
209	Korah Central Telephone Association	J. A. McQueen	Sault Ste. Marie, W.	1910	12	6	12	700	.....	10 00
210	Maidstone Municipal Tel. Association	W. R. Phillips	Maidstone	1909	358	90	260	13,995	.....	1,921 44
211	Oliver Municipal Telephone System	H. Gorton	Murillo	1911	100	34	.....	9,750	.....	1,114 68
212	Slate River Municipal Telephone System	John W. McGregor	Slate River Valley	1909	61	34	143	4,895	.....	1,012 94
213	Rochester Municipal Telephone System	M. N. Mousseau	South Woodslee	1907	340	104	114	12,269	.....	1,881 10
214	St. Vincent Municipal Tel. System	G. G. Albery	Meaford	1910	350	108	220	21,690	.....	2,104 04
215	Bracebridge & Muskoka Lakes Telephone Co., Ltd.	J. W. Reid	Bracebridge	1907	90	61	186	17,745	3,966 89	1,916 32
216	Railton Rural Telephone Line	Rev. L. E. Staley	R.R. 4, Kingston	1905	1	3	3	.....	.....	.....
217	Brougham & Grattan Telephone Co., Ltd.	H. Richards	Dacre	1907	8	18	18	2,600	274 40	98 30
218	Byron Telephone Co., Ltd.	J. H. Matthews	Delaware	.....	487	144	252	12,780	8,032 00	*7,794 00
219	Dunnville Consolidated Tel. Co., Ltd.	R. A. Harrison	Dunnville	1907	1,049	199	613	74,455	22,509 86	22,254 92
220	Dunnville Consolidated Tel. Co., Ltd.	R. A. Harrison	Dunnville							
221	Fingal Telephone Co., Ltd.	D. J. Scott	Fingal	1909	212	20	.....	4,800	3,729 32	3,474 36
222	Goderich Rural Telephone Co., Ltd.	Jas. H. Johnston	Dungannon	1910	500	212	503	46,598	69,555 43	5,723 16
223	River Side Telephone Association	E. E. Harwood	Woodstock, R.R. 7	1912	8	2	2	218	67 13	67 13
224	Inwood Rural Telephone Co., Ltd.	W. R. Dawson	Inwood	1910	Sold to the Brooke Municipal Telephone System.					
225	Lanark & Carleton Counties Telephone Co., Ltd.	Jno. B. Wylie	Almonte	1909	301	.....	196	19,833	3,974 75	2,504 90
226	Lansdowne Rural Telephone Co., Ltd.	S. E. Johnston	Lansdowne	1906	317	75	300	15,000	6,543 00	*5,942 00

*1913.

TELEPHONE SYSTEMS—Continued

Summary of Returns from Telephone Companies, Municipalities and Individual Owners of Telephone Lines up to December 31st, 1914

No.	Name of Company or System	Secretary or Owner	P.O. Address.	Year started	No. of telephones	Miles of poles	Miles of circuit	Capital expended	Receipts for 1914	Expenditure for 1914
								$	$ c.	$ c.
227	Mallorytown Independent Tel. Corporation	F. H. Mallory	Mallorytown	1908	290	79	300	16,700	2,042 27	1,119 97
228	Home Telephone Co., Ltd.	D. R. Beaton	Whitevale	.....	989	96	297	50,000	20,931 04	20,931 04
229	Minto Rural Telephone Co., Ltd.	E. W. Lambert	Harriston	1908	145	53	75	6,125	1,188 30	658 38
230	Monk Rural Telephone Co., Ltd.	Geo. H. Groves, M.D.	Carp	1909	446	209	510	30,000	6,303 66	6,061 85
231	North Wellington Telephone Co., Ltd.	D. T. Small	Arthur	1905	117	86	86	8,060	1,484 55	1,150 69
232	South Bruce Rural Telephone Co., Ltd.	Kenneth McKenzie	Teeswater	1910	399	133	197	17,852	4,301 60	3,010 59
233	Tarentorus Telephone Co., Ltd.	A. H. Huckson	Sault Ste. Marie	1910	22	.....	14	1,040	352 00	176 00
234	Uxbridge & Scott Telephone Co., Ltd.	W. J. Beaton	Uxbridge	1907	188	50	112	13,667	.....	.....
235	Albertville Telephone Association	M. C. Fox	Kingsville	1907	16	3	3	500	100 90	*90 00
236	Amaranth Telephone Association, Ltd.	Stewart Tate	Grand Valley	1902	50	35	50	2,000	200 00	150 00
237	Fourteenth of Brant Telephone Co.	Wm. Dandy	Chesley	1911	11	5	5	330	54 46	53 33
238	Cambray Telephone Union	Geo. B. Bagshaw	Cambray	1908	299	72	79	.....	373 02	367 08
239	Central Clarke Telephone Co.	John Stewart	Kendal	1906	22	.....	.....	550	.....	80 00
240	Central Dufferin Telephone Assn., Ltd.	W. H. Lindsay	Shelburne	1902	23	25	25	1,180	274 75	215 30
241	Centre Thorah Telephone Association	F. W. Rilance	Beaverton	1909	9	8	8	200	56 75	45 00
242	Zion Telephone System	A. J. Snelgrove	.....	1910	19	11	15	.....	.....	.....
243	Delphi, Thornbury & Clarksburg Telephone Co.	Wm. Reekie	Camperdown	1907	6	3	3	365	60 77	55 69
244	Drummond Centre Telephone Association	J. H. Ebbs	Perth	1909	83	35	.....	4,500	584 53	407 29
245	Enterprise Telephone Association	G. H. Farmer	Steelton	1908	5	3	3	635	38 00	15 00
246	Gore Mutual Telephone Association	F. C. Quick	Harrow	1908	12	.....	.....	960	.....	79 58
247	Greenwood Telephone Co.	A. M. Fischer	Steelton	1909	9	3	3	400	69 00	70 00
248	Houghton & South Walsingham Telephone Association	B. A. Holland	Clear Creek	1906	60	25	30	1,000	300 78	158 10
249	Lavant-Dalhousie Telephone Assn.	James Park	Poland	1909	52	52	52	400	681 36	536 83
250	Manilla Northern Telephone Co.	G. W. Hardy	Woodville	1909	63	40	48	2,700	284 00	282 00
251	Pioneer Rural Telephone Co., Ltd.	Leonard A. Ship	Thornloe	1913	92	59	95	5,685	1,602 52	1,538 16
252	Moorsville Telephone Association	J. W. Orme	Crediton	1910	40	5	20	2,500	390 00	300 00
253	New California Rural Telephone Co.	Orra C. Wigle	Kingsville	1908	60	5	39	.....	.....	.....
254	Peerless Telephone Association	J. T. Costello	Woodstock	1909	10	2	2	190	61 55	2 50
255	Penhurst Telephone Association	James Weir	Woodstock	1908	10	2	2	305	67 45	5 55
256	Plum Hollow & Eloida Telephone Co.	S. Hollingsworth	Athens	1909	150	30	30	8,000	1,820 00	1,715 91
257	Richards Landing Telephone Club	R. H. Robinson	Richard's Land'g	1910	20	3	7	820	60 00	60 00
258	Rideau Telephone Association	Daniel Blair	Billing's Bridge	1910	13	.....	.....	.....	200 00	10 79

259	Rockwood & Oustic Telephone Co.	W. A. Dickieson	Rockwood	1907	71	39	39	4,300	1,163 61	810 45
260	Salem Telephone Association	Chas. M. Carruthers	Bowmanville	1909	5	4	7	350	.....	30 00
261	Allenford Rural Telephone Co.	H. Danard	Allenford	1912	130	40	75	4,725	365 25	363 39
262	Salkeld Andrews Telephone Assn.	J. W. Salkeld	Goderich	1910	6	.....	3	.....	.....	.....
263	Kirkegaarde Private Line	P. Kirkegaarde	Cordova Mines	.....	12	7	7	600	42 00	26 61
264	Walsingham Centre & Port Rowan Rural Telephone Co.	John Chamberlain	Port Rowan	1908	24	8	14	800	60 00	60 00
265	Blanchard Telephone System	Dr. E. Blanchard	Cannington	1909	9	10	10	500	50 00	5 00
266	Pefferlaw Telephone System	W. A. Gibson	Pefferlaw	1911	90	70	73	3,000	540 00	250 00
267	Silver Creek Telephone Line	R. E. Steacy	Wiarton	1913	17	9	9	857	137 00	137 00
268	Sebright Telephone Association	Walter Deverell	Dalrymple	1913	59	40	50	3,600	700 00	675 00
269	Henderson's Telephone System	Dr. W. Henderson	Cannington	1905	25	17	17	800	125 00	20 00
270	Leamington & Mersea Telephone System	James Leonard	Leamington	1908	324	48	80	7,000	3,888 00	3,527 00
271	Lyons Private Line	A. A. Lyons	Markdale, R.R. 3	1907	24	9	15	1,150	356 00	52 00
272	Snake River Telephone Association	H. M. Shields	R.R. 3, Cobden	1911	45	17	30	1,996	256 29	227 74
273	McKenzie Rural Telephone System	John McKenzie	Chatsworth	1910	16	13	13	1,000	173 00	90 00
274	Grünwald Private Line	J. W. White	Huntsville	1912	5	3	10	482	100 00	112 50
275	Noble Telephone System	C. T. Noble	Sutton West	1910	6	6	6	350	12 00	12 00
276	Bromley Telephone Association	E. B. Kirk	R.R. 1, Douglas	1911	38	15	15	1,625	216 71	138 60
277	Edenvale Telephone Company	J. R. Rupert	Edenvale	1911	14	6	6	.....	.....	42 00
278	Elderslie Salem Telephone Association	L. Smith McClure	R.R. 2, Dobbinton	1912	20	10	10	850	67 15	63 03
279	Beaver Mills Telephone System	F. Summerfeldt	Cannington	1909	4	2	2	150	.....	.....
280	Elgin-Chaffey's Lock Telephone Co.	Mrs. W. H. Fleming	Chaffey's Lock	1908	2	7	7	800	74 00	31 00
281	Falkirk Telephone Co-operative Assn.	Geo. M. Shipley	Falkirk	1907	250	97	120	12,000	2,500 00	1,000 00
282	Fraser Line Telephone Association	Wm. Muir	Woodstock	1910	14	3	.....	.....	86 00	6 00
283	Frets & Brisco Telephone System	C. M. Asselstine	Napanee	1909	6	.....	.....	325	79 30	78 60
284	R. C. Episcopal Corporation of Kingston	Rev. J. H. McDonald	Enterprise	1912	1	3	3	307	.....	.....
285	Johnson & Brandon Telephone Co.	Jas. A. Parliament	Cannington	1907	5	5	5	300	29 40	33 75
286	Mount Pleasant Telephone Co.	J. B. McKague	Castleton	1907	285	150	49	7,500	2,950 00	2,125 00
287	Romney Telephone System	A. J. Hyatt	Wheatley	1907	23	12	24	1,000	276 00	134 00
288	Scratch & Palmer Telephone System	Judson Scratch	Kingsville	1906	7	2	2	200	50 00	60 00
289	Todd & Darling Telephone System	R. E. Darling	Goodwood	1906	15	30	30	1,200	.....	25 00
290	Ungers Telephone System	Clark Smith	St. Williams	1909	30	5	7	110	9 00	.....
291	Blyth Municipal Telephone System	A. Elder	Blyth	1910	466	163	307	37,357	.....	1,749 42
292	Chinguacousy Municipal Tel. System	Robert Kee	Cheltenham	1910	486	106	312	33,000	.....	4,409 83
293	McKillop Municipal Telephone System	J. M. Govenlock	Winthrop	1908	325	100	237	28,425	.....	1,600 00
294	North Easthope Municipal Tel. System	Geo. McCallum	Shakespeare	1910	396	169	280	25,428	4,039 41	3,328 58
295	Tuckersmith Municipal Tel. System	Jno. Reinke	Seaforth	1909	664	250	603	40,786	.....	.....
296	Temiskaming & Northern Ontario Railway Commission	W. H. Maund	Toronto	1905	93	330	579	.....	15,905 02	11,541 36
297	Sandwich South Municipal Tel. System	Jas. McAuliffe	Maidstone	1910	264	73	150	15,885	.....	1,488 32
298	Mooresburg-Desboro Telephone System	Wm. H. Grantham	Chesley	1895	12	12	12	150	10 00	40 00
299	Orr-Steinoff Telephone Association	Wallace Thompson	Chesley	1908	18	9	13	386	5 55	67
300	Lyndhurst Rural Telephone Co.	J. D. Wetherell	Lyndhurst	1909	191	37	60	10,000	1,863 52	1,045 83
301	Tay Municipal Telephone System	G. W. Allison	Victoria Harbour	1910	175	40	100	9,327	.....	320 65

TELEPHONE SYSTEMS—Continued

Summary of Returns from Telephone Companies, Municipalities and Individual Owners of Telephone Lines up to December 31st, 1914.

No.	Name of Company or System	Secretary or Owner	P.O. Address	Year started	No. of telephones	Miles of poles	Miles of circuit	Capital expended	Receipts for 1914	Expenditure for 1914
								$	$ c.	$ c.
302	Laird Municipal Telephone System	Alex. Stewart.....	Bar River.....	1909	145	47	75	5,635	.....	720 00
303	Ottawa Valley Rural Telephone Co., Ltd.	A. McLeod.....	Kars.....	1911	72	12	15	2,700	720 00	245 00
304	Dunsford Telephone, L. & P. Co-operative Association	Jno. B. Kennedy....	Dunsford.....	1908	106	37	66	5,289	1,297 08	656 00
305	Addison Rural Telephone Co.	Jno. M. Percival....	Addison.....	.....	169	57	102	10,000	800 00	1,206 71
306	Hartman Telephone System	C. W. Hartman.....	Clarksburg.....	.....	7	1	1	200	.....	10 00
307	Gillies Telephone System	Wm. Gillies.....	Tobermory.....	.....	40	.....	108	.....	720 00	.....
308	Aldborough Farmers' Telephone Assn...	D. M. Campbell.....	Wardsville.....	1909	140	54	74	4,000	1,432 00	*1,391 00
309	Islay Telephone Company	D. A. Spence.....	R.R. 3, Woodville.	1908	39	15	15	1,650	.....	156 00
310	Doane Telephone Association	G. Doane.....	Newmarket.....	1908	20	4	8	1,065	326 65	127 77
311	Colborne Tp. Municipal Tel. System....	J. N. Kernighan....	Benmiller.....	1910	142	50	96	10,839	.....	606 10
312	Sunny Valley Telephone Co.	W. J. Carson.....	Chatsworth.....	1911	10	.....	.....	200	.....	.....
313	Fort Frances Municipal Tel. System....	J. W. Walker.....	Fort Frances....	1913	225	18	198	19,899	.....	5,190 70
314	Metcalfe Rural Telephone Co., Ltd.	T. Allen Hicks.....	Metcalfe.....	1910	316	103	375	16,200	3,900 00	6,332 00
315	Bowesville Mutual Telephone Assn.	J. J. Nolan.....	Bowesville.....	1910	21	8	8	970	742 22	687 82
316	Turner's Telephone System	Dr. H. A. Turner..	Millbrook.....	.....	137	108	115	6,000	600 00	225 00
317	People's Mutual Telephone Co., Ltd.....	Arnold D. Way.....	Picton.....	1907	228	49	138	7,695	1,215 00	1,165 00
318	Second Line Drummond Telephone Co..	John E. Rice.....	R.R. 1, Perth.....	1915	19	7	8	841	.....	.....
319	Alnwick Rural Telephone Co., Ltd.....	W. J. Varcoe.....	Roseneath.....	1908	100	34	45	3,600	225 00	215 00
320	Hilton & Jocelyn Telephone Co.	E. F. Crowder.....	Carterton.....	1902	30	22	22	1,000	.....	86 91
321	Woodbridge & Vaughan Tel. Co., Ltd....	Fred W. Routley...	Maple.....	1910	540	70	195	28,000	9,427 34	8,727 01
322	Tilbury Telephone Co., Ltd.	S. C. Forbes.....	Tilbury.....	1909	270	.....	86	16,000	4,000 00	1,200 00
323	Tarbutt Municipal Telephone System...	P. T. MacLean.....	MacLennan.....	1912	51	18	23	2,286	.....	50 00
324	Edgar Telephone System	Robert H. Edgar...	Bowling Green...	1906	340	.....	130	.....	1,700 00	200 00
325	Gawas & Shore Rd. Telephone Assn.....	W. E. Pollock.....	Gawas	1908	37	13	13	1,046	.....	2 00
326	Farmers' Union Telephone Co.	H. S. Hyland.....	Richard's Land'g.	1901	18	8	13	600	60 00	54 00
327	Fifth Side Line Telephone Association.	Isaac Gibbs.....	Tenby Bay.....	1913	7	8	8	300	14 50	40 00
328	Northern Mutual Telephone Co.	Charles Jones.....	Marmora.....	1914	33	18	18	2,510	.....	6 50
329	Medonte Municipal Telephone System .	T. D. Robinson.....	Moonstone.....	1911	345	151	249	17,000	.....	625 00
330	"A" Line Telephone Association	Alex. Morrow.....	Richard's Land'g.	1907	92	15	15	682	.....	60 71
331	Houghton & Bayham Telephone Co., Ltd.	J. A. Crawford.....	Fairground.....	1906	169	109	142	2,600	1,077 10	1,040 77
332	Fordwich Rural Telephone Co., Ltd.....	J. H. Rogers.....	Fordwich.....	1911	135	33	123	6,300	1,730 00	1,050 00
333	South Elderslie Telephone Association .	J. H. Nichol.....	Chesley.....	1911	37	25	25	1,895	257 65	278 14
334	Brooke Municipal Telephone System ...	R. J. Lucas.....	Watford.....	1911	753	226	230	45,500	.....	5,532 58
335	Mississippi Telephone Co., Ltd.	W. D. Cuthbertson.	Lanark.....	1912	89	35	44	3,799	709 99	562 35

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336	Cochrane Telephone Co., Ltd.	Thos. O. Cox	58 Wellington St. E., Toronto	1912	108	4	230	16,191	3,158 22	2,321 34
337	Fall River Telephone Co.	H. J. Buchanan	Maberly	1911	22	8	8	555		12 38
338	Central Telephone Co.	John Cheer	Richard's Land'g.	1905	115	13	13	407		57 20
339	Yarker Rural Telephone Co.	Joseph Foster	Moscow	1911	66	25	25		163 00	163 00
340	Murray-Brighton Telephone System	D. S. Austin	Wooler	1911	198	55	190	16,000	2,975 24	1,262 10
341	East Luther Telephone Co., Ltd.	Wm. McKinley	Grand Valley	1902	110	66	77	2,500	872 09	634 00
342	Highland Telephone Co.	S. Trevail	Milberta	1911	90	43	49	4,000	709 81	709 33
343	Ravenscliffe Telephone Co., Ltd.	E. W. Tipper	Ravenscliffe	1912	45	16	22	2,217	529 60	299 36
344	Glasgow Telephone System	Albert E. Glasgow	Cannamore	1911	310	100	150	20,000	4,800 00	*2,000 00
345	Green Hill Telephone Co.	Thos. Mercer	Markdale	1911	14	5		700	168 00	66 00
346	Hawthorn Hill Rural Telephone Co.	S. Mathers	Palmerston	1908	156	47	72	8,500	2,158 23	2,342 75
347	Porcupine Telephone Line, Ltd.	Geo. H. Sedgewick	58 Wellington St. E., Toronto	1911	163	17	125	31,826	8,872 93	6,984 18
348	Guest Bros. Telephone System	G. F. Guest	Douglas	1910		3			2 25	15 00
349	North Elderslee Telephone Association	Calvin Crawford	Dobbinton	1912	37	15		2,133		
350	Port Rowan & Rural Telephone Co., Ltd.	C. L. Laxton	Port Rowan	1910	134	36	69	4,796	682 00	602 01
351	Waterloo Municipal Telephone System	George Latsch	Berlin	1912	309	100	297	19,947		564 63
352	Sparta Rural Telephone Co., Ltd.	H. S. Leverton	Sparta	1910	150	45	118	5,300	1,524 83	1,376 59
353	Tara-Keady Telephone Co.	R. A. Robertson	Tara	1912	22	12	12	910	143 29	129 29
354	Union Telephone Co., Ltd.	James McEwing	Drayton	1909	284			15,900	3,366 34	3,088 91
355	Wiarton-Lake Charles Telephone Assn.	George Graham	North Keppel	1908	48			3,500		
356	Dawn Municipal Telephone System	J. J. Harrison	R.R. 4, Dresden	1911	260	82	140	13,640		1,060 00
357	Euphrasia Municipal Tel. System	T. I. Fawcett	Markdale	1912	106	27	64	8,179	2,895 00	*2,772 00
358	Beaver Valley Municipal Tel. System	T. G. Idle	Thornbury	1912	231	70	462	25,200		800 00
359	Harvey Municipal Telephone System	David Weir	Peterboro	1911	50	35	40	3,323		445 20
360	Huron & Kinloss Municipal Tel. System	Angus Martyn	Ripley	1911	609	203	460	48,199		2,912 82
361	Osprey Municipal Telephone System	Geo. W. Ross	Maxwell	1911	160	41	58	9,300		700 00
362	Tilbury West Municipal Tel. System	Charles Clark	Comber	1911	510	119	292	27,750		2,408 56
363	Bruce Municipal Tel. System	J. B. Struthers	Underwood	1911	983	224	950	92,000		4,400 00
364	Alba Telephone System	S. S. Robinson	Pembroke	1911	84	35	60	6,500	710 50	704 25
365	Algoma Central & Hudson Bay Railway Co. (Telephone and Telegraph System)	T. Gibson	Lake Superior Corpn., Toronto	1899	53		424	125,757	3,493 03	3,085 22
366	Algoma Eastern Railway Co. (Telephone System)	T. Gibson	Lake Superior Corpn., Toronto	1900	21		89	28,610	734 63	857 81
367	Amabel Telephone System	Wm. Eldridge	Hepworth	1911	16	5	20	600	18 00	13 50
368	Ardtree Telephone Association	W. D. Mercer	Orillia	1911	35	15	27	1,973	443 01	383 91
369	Back Line Telephone Co.	J. F. Newton	Melancthon	1911	18	8	8	842	147 75	115 64
370	Balaclava Telephone Club	Jno. MacGilvray	Balaclava	1912	35	20	43	3,356	310 07	330 70
371	Balderson Telephone Association	Chas. O. Richardson	Balderson	1912	114		39	4,000	150 00	250 00
372	Balsam Hill Telephone Association	L. Naismith	Renfrew	1912	24	14	12	1,400	135 61	128 44
373	Barrie-Angus Telephone System	John Johnson	Barrie	1907	29	23	23	2,500		
374	Beaver Telephone Co.	E. A. McCorvie	Oakwood	1908	12			350		27 75
375	Bethel Rural Telephone Association	F. Nixon	Dundalk	1909	14	7	7	550	150 00	75 00

*1913.

TELEPHONE SYSTEMS—Concluded

Summary of Returns from Telephone Companies, Municipalities and Individual Owners of Telephone Lines up to December 31st, 1914.

No.	Name of Company or System	Secretary or Owner	P.O. Address	Year started	No of telephones	Miles of poles	Miles of circuit	Capital expended	Receipts for 1914	Expenditure for 1914
								$	$ c.	$ c.
376	Billings Mutual Telephone Co.	W. J. McKenzie	Kagawong	1912	33	21	21	677	50 00	*35 00
377	Blind Line Telephone Co.	Robert I. Jolley	Bay View	1911	13	3	3	851		110 50
378	Bousfield Telephone System	G. E. Bousfield	Milton	1909						
379	Bingham Telephone System	Robt. Bingham	Hanover	1912	175	19	90	12,000	1,800 00	1,200 00
380	Cannon Telephone Co.	W. T. Cannon	Sharbot Lake	1909	30	30	30	2,000	200 00	100 00
381	Champlain Point Telephone System	E. Long	Orillia	1908				125		
382	Chippewa Hill Telephone Club	Norman McLeod	Southampton	1912	19	10		1,002	147 00	163 39
383	Dover Municipal Telephone System	James E. Watson	Bear Line	1909	215	44	70	11,336		
384	East Grey Telephone Co., Ltd.	L. G. Campbell	Markdale	1904	47	22	22	3,304	640 80	46 46
385	East Oakwood Telephone Co.	A. J. Mark	Oakwood	1908				1,200		
386	Eldon Union Telephone Association	Morris McMillan	Beaverton	1911	33	15	15	1,640	40 65	56 00
387	Ellis Rural Telephone Co.	G. H. Drew	Cannington	1911	10		4	307		
388	Evergreen Telephone Co.	Wm. H. Patterson	Douglas	1911	8	9	9	337		
389	Fifth Line Telephone Club	Robt. Gardner	Bognor	1912	15	13	13	1,000	90 00	90 00
390	Glandine Telephone System	W. W. Webster	Little Britain	1911	19	14	14	489		
391	Haley's Station Rural Telephone Assn.	Allen C. McMullen	Haley's Station	1913	23		20	882	24 80	8 00
392	Hartley Telephone Co.	Robt. Spence	Hartley	1909	11		8	600	22 00	20 00
393	Hoath Head & Grey Telephone System	Neil McDonald	Owen Sound	1911	33	11	20	1,500	151 00	5 00
394	Ivy-Thornton Telephone Co., Ltd.	W. S. Hatton	Ivy	1909	135	54	54	7,700	962 86	1,949 20
395	Jackson Telephone Co.	A. MacDonald	Owen Sound	1910	73		32	2,500	802 00	83 00
396	Kaladar & Northern Telephone Co.	Wm. Booth	Northbrook	1910	15	30	30	1,500	185 00	100 00
397	Kingston Rd. Rural Telephone Assn.	Chas. H. Mallory	Grafton	1911	9			300		82 50
398	Lake Simcoe Rural Telephone Co.	Angus Grant	Beaverton	1911	11	6	6		158 79	157 98
399	Lambeth Telephone Co.	W. T. Robinson	Lambeth	1912	16	8	10	2,520	440 00	61 00
400	Lightning Telephone Association	A. W. Watson	Grattan	1912	23	9	9	1,311	126 50	117 98
401	Carholm & Walsingham Rural Telephone Association	W. W. Carroll	Simcoe	1910	15	5	5	130	15 10	15 25
402	Maple Grove Telephone Co.	Burnie Joynt	Shallow Lake	1912	12	7		565	42 10	40 90
403	Maple Leaf Telephone System	N. E. Weldon	Oakwood	1907	19	10		665		45 00
404	Marmion Telephone Co.	P. S. Guse	Marmion	1912	24	6	10	664		
405	Martintown Rural Tel Co., Ltd.	H. S. Kinloch	Martintown	1911	102	30	40	6,542	1,111 80	362 52
406	Massey Station Rural Tel. Co., Ltd.	A. J. McDonall	Spanish Mills	1897	4		8	600	190 95	208 07
407	Montrose Telephone System	M. L. Culbert	Little Britain	1913	7			28		12 85
408	Macdonald Telephone System	C. Ostrander	Trenton	1912	19	6	7	1,264		145 00
409	McHardy Telephone System	Jas. McHardy	Merlin	1910			14	625	416 00	
410	North Bonnechere Telephone Assn.	Walter Galbraith	Renfrew	1912	12	6	6	200		24 00
411	Northern Telephone Club	Thos. Avery	Korah	1911	13	7	14	1,181		56 47

*1913.

412	North Mutual Line of Cavan	A. E. Sutton	Bethany	1912	19	9	9	650	.....	10 00
413	Oldfields Telephone System	F. Nixon	Dundalk	1909	8	3	3	250	85 00	43 00
414	Park Head Rural Telephone Co.	W. P. Brooks	Park Head	1911	20	9	9	850	12 00	3 00
415	Perth & Christie's Lake Telephone Co.	J. W. Leaver	Perth	1911	60	.....	26	2,800	415 65	367 65
416	Perretton Telephone Association	Wm. Smyth	Peretton	1911	21	.....	26	1,500	76 25	134 00
417	Pine Valley & Douglas Telephone Assn.	Hugh Foley	Cobden	1912	27	9	12	1,377	152 61	148 66
418	Port Stanley Telephone Co., Ltd.	Mason D. Hyndman	Port Stanley	1911	43	15	36	700	404 85	350 08
419	Rosedale Rural Telephone Co.	T. E. Hagerman	Sydenham	1912	15	5	.....	608	74 70	187 76
420	Russell Rural Telephone Co.	N. S. Rothwell	Navan	1911	194	64	64	12,363	2,800 00	1,179 90
421	Sandwich West Co-operative Tel. Assn	Wm. Pajott	Louisville	1909	72	26	.....	7,000	1,459 56	1,250 00
422	Saugeen Rural Telephone Co.	E. R. Doll	Southampton	1911	8	3	3	.....	5 90	4 20
423	Section Telephone Association	W. J. Wigle	Kingsville	1907	12	.....	.....	.....	.....	.....
424	Shuniah Telephone Co.	W. H. Wilson	Port Arthur	1911	96	49	116	11,678	2,118 23	1,848 95
425	Silcote Telephone Club	Thos. Farquharson	Annan	1912	29	16	36	2,062	156 00	176 00
426	Sitzer Telephone System	Geo. Sitzer	Milton	1911	9	.....	3	170	11 00	.....
427	South Colchester Telephone Assn.	Evan Wright	Harrow	1909	11	3	3	.....	61 00	61 00
428	South Diagonal Telephone Assn.	John Cruikshank	Owen Sound	1911	50	22	33	2,600	584 18	329 87
429	South McNaughton Telephone Assn.	Jame. M. Barr	Renfrew	1911	12	5	5	700	.....	12 00
430	Spring Creek Telephone Co.	J. E. Seaman	Hepworth	1910	.....	.....	18	.....	.....	.....
431	Stormont Telephone Co.	Ed. L. Brown	Aultsville	1908	37	13	13	.....	424 75	590 00
432	Stroud Telephone Co., Ltd.	W. Lennox Black	Craigvale	1911	164	65	65	15,000	1,601 72	1,560 88
433	Sullivan & Bentinck Telephone System	Donald R. McGregor	Chesley	1911	.....	10	.....	.....	.....	.....
434	Town Line & Seventh Line Tel. Assn.	Wm. Mathieson	Beachburg	1912	.....	5	5	550	.....	34 00
435	Rural Union Telephone Association	Robt. Jones	Cobden	1912	275	10	10	1,400	625 00	175 00
436	Union Telephone Club	D. J. McClarty	Owen Sound	1911	18	.....	6	750	.....	.....
437	Bromley Line Telephone Association	John Lafranier	Westmeath	1911	40	13	.....	2,226	651 54	627 23
438	Woodford Telephone Co.	D. Silverthorn	Woodford	1912	27	15	27	2,061	.....	15 00
439	Wolford Rural Telephone Co.	Wm. Valentine	Easton's Corners	1909	72	18	34	3,200	553 00	310 00
440	Mariposa Telephone Union	Leslie Mark	Oakwood	1909	175	.....	.....	700	675 00	650 00
441	Shamrock & Renfrew Telephone Co.	Thos. F. O'Gorman	Shamrock	1913	10	10	.....	1,207	75 15	25 80
442	Goulais Bay Telephone Club	G. Robertson	Goulais River	1912	20	27	27	2,664	130 00	196 95
443	Muskoka, Victoria & Haliburton Telephone Co., Ltd. L	H. Buckler	Uffington	1912	22	23	23	3,375	386 25	287 25
444	Lake of Bays & Haliburton Tel. Co., Ltd.	W. J. B. Smith	Dorset	1908	42	56	59	2,765	489 00	*518 00
445	Riverdale Telephone Co.	F. B. Carscallen	Napanee	1912	8	2	2	420	95 00	77 05
446	Muskoka River Telephone Co.	Norman Scholey	Alport	1912	7	2	4	425	.....	45 86
447	Westmeath Seventh Line Tel. Assn.	R. W. Ross	Beachburg	1911	15	7	7	1,000	107 00	*107 00
448	Selby Telephone Co., Ltd.	Thos. Wint r	Newburgh	1913	95	25	65	4,718	813 34	561 47
449	Moore Municipal Telephone System	C. C. Watson	Brigden	1912	1,028	185	365	49,217	.....	4,300 00
450	Town Line, Brant & Elderslee Tel. Co.	Thos. A. Paterson	Chesley	1910	14	6	.....	.....	.....	.....
451	Flos Municipal Telephone System	Chas. S. Burton	Elmvale	1912	415	148	360	28,736	.....	1,457 93
452	Vespra Municipal Telephone System	A. B. Coutts	Barrie	1913	137	50	86	8,500	.....	637 88
453	Eganville & Brudenell Telephone Assn.	D. J. Ryan	Cormac	.....	.....	.....	not reported		.....	.....
454	Pelee Island Municipal Telephone System	William Stewart	Pelee Island	1913	86	26	50	6,735	.....	1,000 00
455	Johnson Municipal Telephone System	A. E. Osborne	Port Lock	1913	80	80	30	4, 000	.....	643 78

*1913.

TELEPHONE SYSTEMS—Continued

Summary of Returns from Telephone Companies, Municipalities and Individual Owners of Telephone Lines up to December 31st, 1914

No.	Name of Company or System	Secretary or Owner	P.O. Address	Year started	No. of telephones	Miles of poles	Miles of circuit	Capital expended	Receipts for 1914	Expenditure for 1914
								$	$ c.	$ c.
456	Progressive Agriculturists' Telephone Club of Korah	J. H. Knight	R.R. 1, Sault Ste. Marie	1909	14	7	7	800	.....	98 00
457	Muskrat Lake Telephone Association	Arthur Collins	Cobden	1913	19	5	5	636	145 34	141 70
458	Glen Eden Telephone Club	George E. Foster	R. R. 1, Owen Sound	1912	16	.....	5	.....	.....	90 00
459	Palace Road Mutual Telephone Assn.	S. C. S. McKim	Napanee	1911	31	12	.....	1,500	244 30	66 00
460	East Woodville Telephone Association	W. J. Trebilco	Woodville	1913	12	4	5	495	4 00	17 00
461	Sandwich West Co-op. Telephone Assn.	Wm. Pajot	Loiselleville	1909	65	25	50	5,000	1,456 00	*1,210 00
462	Roxborough Independent Tel. Co., Ltd.	D. A. McDiarmid	Sandringham	1911	218	75	155	13,382	2,306 41	1,626 66
463	Uhthoff Telephone Association	W. Lawrence	Hampshire Mills	1912	65	28	.....	3,500	350 00	350 00
464	Armstrong Ind. Telephone Co.	Alfred Carr	Earlton	1912	21	4	7	319	.....	74 36
465	Ayton Telephone Association	Daniel Fischer	Ayton	1913	14	7	7	500	.....	4 30
466	"B" Line Telephone Association	D. B. McNab	Richard's Landing	1910	3	3	3	75	.....	7 00
467	Bobcaygeon Rural Telephone Co., Ltd.	G. W. Taylor	Bobcaygeon	1914	51	30	30	2,046	247 00	48 50
468	Calabogie and Renfrew Tel Assn.	Jas. Scollard	Ashdog	1911	38	25	45	4,400	1,409 17	1,409 17
469	Cameron Telephone Union	M. Maybee	Cameron	1914	84	47	57	3,388	71 83	71 83
470	Janetville Private Line	.....	Janetville	.....	40	30	30	.....	.....	.....
471	Manse Grove Telephone Association	D. A. McFadyen	Lorneville	1912	39	20	20	1,500	260 00	250 00
472	Matchedash Telephone System	C. G. Millard	Coldwater	1912	40	17	36	2,600	610 40	135 00
473	Mutual Telephone Association	W. E. Thompson	Orillia	1912	10	1	1	200	50 00	20 00
474	Mount Granite Telephone Club	John C. Hill	R.R., Sault Ste. Marie	1913	11	8	8	800	.....	103 50
475	White Marble Co. of Canada, Ltd.	W. F. Powell	260 Bank St., Ottawa	.....	2	4	4	525	.....	.....
476	Roche Fondue Rural Tel. System	P. S. McLaren	R.R. 1, Beachburg	1912	17	8	.....	884	.....	85 00
477	Rosedale Rural Telephone Association	D. Gould	Fenelon Falls	1914	15	7	7	600	19 70	17 20
478	Roy Telephone System	Victor G. Roy	Warren	.....	5	16	5	450	80 00	.....
479	Spey River Telephone System	F. McFarlane	Chatsworth	1913	9	.....	.....	250	6 00	46 00
480	Vernonville Rural Telephone System	A. T. Wait	Vernonville	1913	37	.....	26	1,000	400 00	135 00
481	Verner Telephone Co.	J. L. Comtois	Verner	1912	17	.....	.....	500	150 00	15 00
482	Winter's Private Line	W. A. Winter	Aurora	.....	8	5	5	.....	.....	.....
483	Windham Telephone Co.	J. C. Boll	Delhi	1912	23	32	32	1,600	325 00	175 00
484	LaVallee Municipal Telephone System	A. D. Whiddon	Devlin	1914	108	57	90	7,813	.....	75 00
485	Otonabee Municipal Telephone System	F. A. Eason	Keene	1914	180	50	50	11,800	.....	.....

486	Prince Municipal Telephone System	W. H. Wilson, Jr.	R.R. 1, Sault Ste. Marie	1913	13	11	11	614	.....	.....
487	Thessalon Municipal Telephone System	Jas. Mills	R.R. 1, Bruce Mines	1914	45	22	22	2,865	.....	.....
488	Normanby Telephone System	W. H. Fisher	Ayton	1914	20	4	4	490	80 00	80 00
489	Clavering Telephone Association	Albert J. Smith	Clavering	1913	24	9	9	1,152	132 00	132 00
490	Rankin Telephone Company	Joseph Davies	R.R. 1, Pembroke	1910	60	.....	34	2,300	371 00	140 00
491	North Horton Telephone Association	Jas. R. Eady	Renfrew	1915	43	17	17	1,125	240 62	40 86
492	Arran National Telephone Association	W. H. Davis	R.R. 2, Tara	1912	66	33	33	2,700	297 20	297 20
493	Haley's North Eastern Rural Tel. Assn.	John Neville	Haley's Station	1913	19	9	9	420	10 80	2 45
494	Wilberforce Telephone Association	J. McClennan	Eganville	1913	26	12	12	900	25 00	20 00
495	Uptergrove Telephone Association	J. W. Graham	Uptergrove	1914	13	7	7	728	.....	1 30
496	Bond Telephone Association	John Klages	R.R. 4, Chesley	1914	16	6	14	850	.....	.....
497	MacDonald Municipal Tel. System	W. L. Cherry	Sylvan Valley	1910	70	30	30	3,000	45 00	290 50
498	Sonya Telephone Line	J. T. Squires	Cresswell	1914	22	9	9	590	.....	50 00
499	Eden Telephone Company	Angus Gillies	Woodville	1908	50	14	16	1,750	85 00	85 00
500	Rose Telephone Co., Ltd.	Thos. Inch	Rydal Bank	1915	12	15	15	1,200	.....	.....
501	S. W. Sisson's Telephone Line	S. W. Sisson	R.R. 1, Nethary	1899	17	7	8	.....	.....	.....
502	Wilson Private Line	J. J. Wilson	Milton	.....	.....	.....	.....	.....	.....	.....
503	Germanicus Telephone Association	F. Sack	Germanicus	1914	21	17	21	787	10 00	15 05
504	Barrie Island Telephone Company	W. A. Runnalls	Barrie Island	1908	22	.....	.....	800	45 00	55 00
505	Connaught Telephone Association	Jos. Shiedy	R.R. 5, Cobden	1913	17	13	.....	1,014	.....	34 00
506	Gordon Telephone Company	George Beck	Foxey	1910	23	12	12	.....	.....	49 50
507	Scone Telephone System	Fred. Lowe	Chesley	1913	.....	.....	.....	299	51 06	.....
508	Hogg and Lytle Telephone Line	E. G. Lytle	Oakwood	.....	15	21	21	1,248	.....	.....
509	Alice Telephone Company	G. D. Biggs	Pembroke	1914	13	10	10	867	.....	14 92
510	Dryden Municipal Telephone System	Ira J. Wilde	Dryden	1914	Not yet in operation.					
511	Westmeath and Beachburg Tel. Assn.	W. Headrick	Beachburg	1911	47	14	31	2,065	34 25	180 00
512	Robinson Rural Telephone Company	H. Noble	Silver Water	1911	30	14	14	835	1 50	10 00
513	Elizabeth Bay Mutual Telephone Co.	L. Ainslie	Elizabeth Bay	1912	10	8	8	318	1 40	14 50
514	Fingerboard Telephone Line	P. J. Ripley	Sonya	1910	20	6	9	380	.....	60 00
515	Peabody Telephone Association	G. Anderson	Chesley	1914	17	9	9	750	75 00	75 00
516	Indian River Telephone Association	J. O'Meara	Pembroke	1914	7	4	4	490	.....	45 00
517	Mount Horeb Telephone Assn.	T. Atkinson	Clavering	1911	23	7	7	574	7 25	1 40
518	Westmeath Telephone Assn., No. 1	A. Munroe	Beachburg	1911	32	.....	.....	1,500	.....	115 00
519	Ice Lake Telephone Company	Neil Douglas	Ice Lake	1913	29	.....	50	1,325	50 00	.....
520	Emo Municipal Telephone System	D. Strachan	La Vallee	1914	124	63	120	8,963	.....	.....
521	Sullivan and Elderslie Tel. Assn.	R. McKinnon	Chesley	1911	.....	.....	.....	500	5 25	65 00
522	Manilla Telephone Union	G. P. Whether	Manilla	1913	149	15	15	7,000	400 00	434 00

*1913.

LIST OF TELEPHONE SYSTEMS, SHOWING TERRITORY SERVED.

No.	Name of System.	Location of System.	County.
	A.		
230	"A" Line Telephone Association.	Tps. St. Joseph and Jocelyn, St. Joseph's Island	Algoma.
305	Addison, Greenbush and Rocksprings Telephone Co.	Tps. Elizabeth and Yonge	Leeds.
191	Adelaide Telephone System...	Tps. Adelaide and Metcalfe	Middlesex.
79	Admaston Telephone Co.	Tp. of Admaston	Renfrew.
1	Ahmic Telephone Co., Ltd.....	Tps. Burton, Ferrie, McKenzie. Crofe, Hagerman, Ferguson, McDougall, McKellar, Chapman, Ryerson, Armour	Parry Sound District.
235	Albertville Telephone Co.	Tp. of South Gosfield	Essex.
319	Alnwick Rural Telephone Co., Ltd.	Village of Roseneath, Tp. of Alnwick	Northumberland.
236	Amaranth Telephone Co-operative Association.	Villages of Grand Valley and Shelburne; Tps. Amaranth, East Garafraxa, East Luther	Dufferin.
2	Apsley Telephone Co., Ltd....	Tps. Burleigh, Chandos and Anstruther	Peterboro.
80	Ashgrove Rural Telephone Co..	Tp. of Esquesing	Halton.
81	Aylmer & Mapleton Telephone Co., Ltd.	Town of Aylmer, Tps. S. Dorchester, Yarmouth and Malahide	Elgin.
3	Ayr Telephone Co., Ltd.....	Tps. North Dumfries, South Dumfries and Blenheim	Waterloo, Brant and Oxford.
308	Aldborough Farmers' Telephone Association.	Tps. of Aldborough and Mosa	Elgin and Middlesex.
121	Aberdeen, Plummer Centre Line Telephone Association	Tps. of Plummer and Aberdeen and part Tp. of Plummer, additional	Algoma Dist.
261	Allenford Telephone Co.		Bruce.
364	Alba Telephone Association ..		Renfrew.
365	Algoma Central & Hudson Bay Railway Co.	All points between Sault St. Marie and Hurst, including Michipicoten Branch	Algoma Dist.
366	Algoma Eastern Railway Co...	All points Sudbury to Little Current	Algoma Dist.
367	Annabell Telephone Co.	Tps. of Annabel and Kepple	Bruce.
368	Ardtrea Telephone Association	Northern part of Tp. of Orillia ..	Simcoe.
509	Alice Telephone Co.	Parts Tps. of Alice, Stafford and Pembroke	Renfrew.
492	Arran No. 1, Telephone Assn..	Tp of Arran	Bruce.
464	Armstrong Independent Telephone Co.	Village of Earlton and vicinity ..	Nipissing Dist.
465	Ayton Telephone Association..	South Part Tp. of Normanby	Grey.
	B.		
4	Barton & Binbrook Telephone Co., Ltd.	Tps. Barton, Binbrook, Glanford and Saltfleet	Wentworth.
133	Beeton Telephone Co., Ltd....	Tps. Tecumseth, Tossorontio, Mono Adjala, Essa, West Gwillimbury. Innisfil	Simcoe and Dufferin.
83	Belmont Telephone Co.	Tps. North and South Dorchester. Westminister, Yarmouth	Elgin and Middlesex.
84	Ben Allen Telephone Co.	Tp. Sarawak	Grey.
5	Bethesda & Stouffville Telephone Co., Ltd.	Village of Stouffville; Tps. Markham, Pickering, Whitchurch. Uxbridge	York & Ontario.
6	Blenheim & South Kent Telephone Co., Ltd.	Town of Blenheim, Village of Merlin; Tps. Howick, Raleigh, Tilbury East	Kent.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
175	Bognor Telephone Co.	Village of Bognor	Grey.
7	Bolton Telephone Co., Ltd.	Village of Bolton; Tps. Chinguacousy, Caledon, King, Vaughan, Albion, Toronto Gore.	Peel and York.
85	Bond's Corners Telephone Co.	Tps. Holland, Sydenham	Grey.
315	Bowesville Mutual Telephone Association	Tp. Gloucester	Carleton.
215	Bracebridge & Muskoka Lakes Telephone Co., Ltd.	Villages of Beaumaris, Port Carling, Windermere, Bala; Tps. Monck, Watt, Medora and Wood.	Muskoka District.
217	Brougham & Gratton Telephone Co., Ltd.	Village of Dacre; Tps. Gratton and Brougham	Renfrew.
8	Burgessville Telephone Co., Ltd.	Tps. North Norwich, East Oxford, West Oxford, Dereham and Burford	Oxford and Brant.
9	Burnt River Telephone Co., Ltd.	Tps. Somerville and Verulam	Victoria.
218	Byron Telephone Co., Ltd.	Tps. Westminster, Lobo, Delaware.	Middlesex.
129	Beatty's, Dr. A. C., Telephone System	Tps. Hope, Clarke and Hamilton.	Northumberland and Durham.
130	Benn, J.L., Telephone System.	Tps. Olden, Kennebec, Hinchinbrooke, Oso, Portland	Frontenac.
131	Berwick, Dr., Telephone System	Tps. East Garafraxa, East Luther.	Dufferin.
265	Blanchard, Dr. E., Telephone System	Tp. of Brock	Ontario.
132	Bowman, E., Telephone System	Tps. Brant, Bentinck	Grey and Bruce.
266	Boynton, Dr., Telephone System	Tps. Brock, Georgina	York & Ontario.
291	Blyth Municipal Telephone System	Villages of Blyth, Auburn, Londesborough; Tps. Morris, Hullett and East & West Wawanosh	Huron.
334	Brooke Municipal Telephone Sytem	Tp. Brooke	Lambton.
363	Bruce Municipal Telephone System	Town of Kincardine, Villages of Port Elgin, Paisley, Tiverton & Underwood; Tps. Bruce, Saugeen, Kincardine and Greenock	Bruce.
205	Brussels, Morris & Grey Municipal Telephone System	Village of Brussels; Tps. Grey and Morris	Huron.
182	Bradden Telephone Co.	Tps. Sidney, Thurlow, Tyendinaga	Hastings.
164	Brighton Municipal Telephone System	Tp. of Brighton	Northumberland.
135	Bethesda Mutual Telephone Co.	Part Tp. of Darlington	Durham.
369	Back Line Telephone Co.	Part Tp. of Melancthon	Dufferin.
370	Balaclava Telephone Co.	Part Tp. of Sydenham	Grey.
371	Balderson Telephone Association	Part Tps. of Drummond and Bathurst	Lanark.
372	Balsam Hill Telephone Association	Part Tp. of Admaston	Renfrew.
373	Barrie-Angus Telephone Co.	Parts Tps. Vespra, Essa, Sunnidale and Innisfil	Simcoe.
374	Beaver Telephone Co.		Victoria
375	Bethal Rural Telephone Association	Part Tp. of Proton	Grey.
377	Blind Line Telephone Co.	Part Tp. of Sydenham	Grey.
378	Bousfield Private Line	Adjacent to Milton	Halton.
379	Bingham Telephone System	Tp. of Bentinck	Grey.
437	Bromley Line Telephone Association	Tp. of Westmeath, and part Tp. of Bromley	Renfrew.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
466	"B" Line Telephone Association	Tp. of St. Joseph	District of Algoma.
496	Bond Telephone Association		
279	Beaver Mills Telephone System	Village of Cannington	Ontario.
467	Bobcaygeon Rural Telephone Co., Ltd.	Tps. of Verulam and Harvey	Victoria.
504	Barrie Island Telephone Co.	Tp. of Barrie Island	Manitoulin Distrt.
	C.		
288	Cambray Telephone Union	Villages of Glenarm, Oakwood and Cambray	Victoria.
13	Camden Telephone Co., Ltd.	Village of Newburgh, Tp. of Camden	Kent.
10	Canadian Machine Telephone Co., Ltd.	City of Brantford, Villages of Burford, St. George; Tps. Burford, South Dumfries, Beverly	Brant.
11	Canadian Machine Telephone Co., Ltd.	City of Peterboro	Peterboro.
12	Canadian Machine Telephone Co., Ltd.	Town of Lindsay	Victoria.
14	Caradoc-Ekfrid Telephone Co., Ltd.	Tp. Ekfrid-Caradoc	Middlesex.
177	Carlsruhe Telephone Association	Village of Carlsruhe, Tp. of Carrick	Bruce.
239	Central Clarke Telephone Co.	Tp. of Clarke	Durham.
240	Central Dufferin Telephone Association	Village of Shelburne; Tps. Amaranth, Melancthon, Proton and East Luther	Dufferin, Grey.
241	Centre Thorah Telephone Association	Tp. of Thorah	Ontario.
86	Chatsworth Rural Telephone Company	Tps. Holland, Sydenham	Grey.
336	Cochrane Telephone Co., Ltd.	Town of Cochrane	Nipissing District.
16	Conn Telephone Co., Ltd.	Tps. Arthur, Egremont, West Luther, East Luther	Welington, Grey, Dufferin.
15	Consolidated Telephone Co., Ltd.	Village of Erin; Tps. Caledon, Albion, Mono, Erin	Peel, Wellington, Dufferin.
87	Coulson-Jarrett Telephone Association	Tps. Oro, Medonte	Simcoe.
88	Crediton Rural Telephone Association	Tp. of Stephen	Huron.
176	Cadman & Milling Telephone System	Tp. of Richmond	Lennox.
137	Campsall, W. E., Telephone System	Tps. Stisted, Chaffey	Muskoka.
136	Chamberlain, W.H., Telephone System	Tps. Mersea, Romney	Kent, Essex.
138	Chenier Telephone System	Town of Chelmsford; Tps. McKim, Rayside, Balfour, Blezard	Sudbury District.
139	Coulson Telephone System	Tps. Clarke, Hope, Darlington	Durham.
140	Crews Telephone System	Tp. of Murray	Northumberland.
147	Coe Hill Telephone System	Tps. Wollaston, Faraday, Chandos.	Hastings, Peterboro.
292	Chinguacousy Telephone System	Tps. Chinguacousy, Caledon, Esquesing	Peel, Halton.
206	Colchester North Municipal Telephone System	Tps. Colchester North, Gosfield North, Gosfield South, Colchester South, Sandwich South, Maidstone	Essex.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
338	Central Telephone Company ..	Tps. St. Joseph's and Jocelyn, St. Joseph's Island	Algoma District.
144	Carp River Telephone Club ..	Tps. of Korah and Prince	Algoma District.
311	Colborne Municipal Telephone System.	Tp. of Colborne	Huron.
380	Cannon Telephone Co.	Tps. of Oso, Palmerston and Sherbrooke	Frontenac and Lanark.
381	Champlain Point Telephone System.	Part Tp. of Orillia	Simcoe.
382	Chippawa Hill Telephone Club	Part Tp. of Amabel	Bruce.
401	Carholme & Walsingham Telephone Co.	Part of Tp.of N. Walsingham	Norfolk.
489	Clavering Telephone Association.	Tp. of Keppel	Grey.
468	Calabogie and Renfrew Telephone Association	Barryvale, Calabogie, Ashdog and Hurds Lake	Renfrew.
469	Cameron Telephone Union ...	Part Tp. of Fenella	Victoria.
505	Connaught Telephone Association	Part Tp. of Bromley	Renfrew.
	D.		
243	Delphi, Thornbury & Clarksburg Telephone Co.	Tp. of Collingwood	Grey.
89	Derby Telephone Association..	Tp. of Derby	Grey.
17	Dereham Telephone Co., Ltd..	Tp. of Dereham	Oxford.
90	Desboro Telephone Association	Tp. of Sullivan	Grey.
310	Doane Telephone Association.	Armitage P.O. to Holland's Land'g.	York.
244	Drummond Centre Telephone Association.	Tp. of Drummond	Lanark.
304	Dunsford Telephone, Light & power Co., Ltd.	Tps. Emily, Fenelon, Verulam	Victoria.
219	Dunnville Consolidated Telephone Co., Ltd.	Tn. Dunnville; Village of Caledonia and surrounding territory	Haldimand.
18	Dunwich & Dutton Telephone Co., Ltd.	Tps. Dunwich, Southwold, Ekfrid; Village of Dutton	Elgin, Middlesex.
91	Durham Union Telephone Association	Tps. Clarke, Manvers, Darlington.	Durham.
142	Davis, H. J., Telephone System	Tp. of East Zorra	Oxford.
141	Davidson, W. H., Telephone System	Village of Nanticoke	Haldimand.
356	Dawn Municipal Telephone System	Village of Florence; Tps. Dawn, Camden and Euphemia	Kent, Lambton.
134	Dresden Telephone Co.	Tps. Camden, Chatham, Dawn and Sombra.	Lambton, Kent.
185	Dingwall Telephone Association	Part of Tp. of East Zorra	Oxford.
383	Dover Municipal Telephone sytem	Tp. of Dover	Kent.
510	Dryden Municipal Telephone System	Town of Dryden; Tps. of Oxdrift, Bedworth and Richan	Rainy River District.
	E.		
341	East Luther Telephone Co., Ltd.	Village of Grand Valley; Tp. of East Luther	Dufferin.
19	East Middlesex Telephone Co., Ltd.	Tps. East and West Nissouri, Blanchard, London	Oxford. Middlesex, Perth.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
179	Edville & Dundonald Telephone Association	Village of Colborne; Tp. of Cramahe	Northumberland.
453	Eganville & Brudenell Telephone Association	Tps. South Algoma, Brudenell, Sebastopol	Renfrew.
280	Elgin-Chaffey's Telephone Co..	Villages of Elgin & Chaffey's Lock	Muskoka District.
245	Enterprise Telephone Association	Tps. Tarentorus, Korah	Algoma District.
21	Erie Telephone Co., Ltd.	Villages of Cayuga, Oneida, Hagersville, Jarvis; Tps. Rainham, Walpole, North Cayuga, South Cayuga, Oneida, Seneca	Haldimand.
20	Ernestown Rural Telephone Co., Ltd.	Village of Bath; Tps. Ernestown, Kingston	Lennox. Frontenac.
324	Edgar Telephone System	Villages of Grand Valley, Shelburne; Tps. East and West Luther, Amaranth and Garafraxa	Dufferin, Wellington.
13	Ernest Telephone System	Tps. Wilmot, North Easthope	Perth. Waterloo.
357	Euphrasia Municipal Telephone System	Tp. Euphrasia	Grey.
358	Euphrasia (Beaver Valley) Municipal Telephone System	Town of Thornbury; Villages of Clarksburg, Ravenna; Tps. Euphrasia , Collingwood, St. Vincent	Grey.
174	East Darlington Telephone Association	Part Tp. of Darlington	Durham.
284	East Grey Telephone Co., Ltd.	Tps. of Euphrasia and Artemesia .	Grey.
385	East Oakwood Telephone System	Part Tp. of Mariposa	Victoria.
386	Eldon Union Telephone Association	Part Tp. of Thorah	Ontario.
387	Ellis Rural Telephone Co. ...	Part Tp. of Brock	Ontario.
388	Evergreen Telephone Co.	Part Tp. of Bromley	Renfrew.
460	East Woodville Telephone Association	Tps. of Eldon and Mariposa	Victoria.
278	Elderslee-Salem Telephone Association	Part Tp. of Elderslee	Bruce.
277	Edenvale Telephone Company.	Part Tp. of Vespra	Simcoe.
499	Eden Telephone Company ..	Part Tp. of Eldon	Victoria.
	F.		
281	Falkirk Telephone Co.....	Tps. East Williams, McGillivray Lobo and London	Middlesex.
22	Fenella Rural Telephone Co., Ltd.	Tp. of Haldimand	Northumberland.
327	Fifth Side Line Telephone Association	Tp. Jocelyn, St. Joseph's Island...	Algoma Dis.
221	Fingal Telephone Co., Ltd....	Tp. Southwold	Elgin.
332	Fordwich Rural Telephone Co., Ltd.	Tp .of Howick	Huron.
237	Fourteenth of Brant Telephone Association	Tp. of Brant	Bruce.
282	Fraser Telephone Association.	Tp. of East Zorra	Oxford.
283	Fretts & Brisco Telephone System	Tps. South Fredericksburg and Ernestown	Lennox.
202	Fort William, City of	City of Fort William	Thunder Bay.
28	Forest Home Telephone Assn.	S. W. part Orillia Tp.	Simcoe.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
155	Fourth Line Telephone Co....		
326	Farmers' Union Tel. Co.....	Tp. of St. Joseph	Algoma Dis.
389	Fifth Line Telephone Club...	Part Tp. of Sydenham	Grey.
451	Flos Municipal Tel. System...	Tps. of Flos, Tiny, Medonte and Vespra	Simcoe.
337	Fall River Telephone Co.....	Parts Tps. of Oro, Bathurst and South Sherbrooke	Lanark and Frontenac.
	G.		
92	Gillies Hill Telephone Association	Tps. Elderslie, Sullivan	District. Bruce, Grey.
93	Glengarry Telephone Association	Tps. Lochiel, Kenyon	Glengarry.
222	Goderich Rural Telephone Co., Ltd.	Tps. Ashfield, Wawanosh, Colborne	Huron.
246	Gore Mutual Telephone Association	Tps. Colchester South.....	Essex.
325	Gowas & Shore Road Telephone Co.	Tp. St. Joseph, St. Joseph's Island.	Algoma Dis.
345	Green Hill Telephone Co.....	Tp. of Artemesia	Grey.
247	Greenwood Telephone Association	Tps. Tarentorus, Korah	Algoma Dis.
307	Gillies Telephone System.....	Tps. Albermarle, Eastnor, Lindsay St. Edmunds	Bruce.
344	Glasgow Telephone System....	Tps. Finch, Winchester and Cambridge	Stormont, Dundas, Russell.
145	Glaister Telephone System....	Tps. Wellesley, Wilmot, North Easthope	Perth.
181	Gould & Isaacs Telephone System	Tp. of Fenelon	Victoria.
146	Greenwood Telephone System.	Village of Sutton; Tps. North Gwillimbury, Georgina	York.
348	Guest Telephone System.....	Tp. of Bromley	Renfrew.
207	Goderich Municipal Telephone System	Tp. of Goderich	Huron.
208	Gosfield North Municipal Telephone System	Tps. Mersea, North and South Gosfield	Essex.
154	Gore Bay Municipal Telephone System	Town of Gore Bay	Algoma Dis.
390	Glandine Telephone Line.....	Part Tp. of Mariposa	Victoria.
442	Goulais Bay Telephone Line..	Tp. of Fenwick and parts adjoining Tps.	Algoma Dis.
458	Glen Eden Telephone System..	Part of Tp. of Sydenham	Grey.
506	Gordon Telephone Company...	Barrie Island; Tps. of Mills and Allen	Manitoulin Dis.
503	Germanicus Telephone Assn..	Tp. of Wilberforce	Renfrew.
274	Grünwald Private Line.....	Tps. of Chaffey and Stephenson...	Muskoka Dis.
	H.		
23	Haldimand Telephone Co., Ltd.	Tps. Haldimand, Hamilton	Northumberland.
24	Halton Telephone Co., Ltd....	Tps. Trafalgar, Esquesing	Halton.
25	Hamilton Rural Telephone Co., Ltd.	Tp. of Hamilton	Northumberland.
26	Harrietsville Telephone Association, Ltd.	Village of Springfield; Tps. North and South Dorchester	Middlesex, Elgin.
94	Harwood Rural Telephone Association	Village of Harwood; Tps. Haldimand, Hamilton	Northumberland.
346	Hawthorne Hill Rural Telephone Co., Ltd.	Tps. Minto, Wallace, Arthur Howick	Wellington, Perth, Huron.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
27	Hazeldean Telephone Co., Ltd.	Tps. Goulburn, Nepean, March ...	Carleton.
29	Highland Telephone Co., Ltd..	Tp. of Mulmur	Dufferin.
342	Highland Telephone Co.....	Tps. Henwood, Kerns and Hudson.	Nipissing Dis.
95	Hopetown Telephone Association	Tps. Lanark, Dalhousie, Lavant. Darling, North Sherbrooke, Palmerston	Lanark, Frontenac.
331	Houghton & Bayham Telephone Co.	Tps. North Walsingham, Houghton and Bayham	Norfolk, Elgin.
97	Houghton, Bayham & Tillsonburg Telephone Association.	Tps. Houghton, Bayham	Norfolk, Elgin.
248	Houghton & Walsingham Telephone Co.	Tps. Houghton, South Walsingham.	Norfolk.
326	Huron Line Telephone Co.....	Tp. St. Joseph, St. Joseph's Island.	Algoma Dis.
30	Hymers Telephone Co., Ltd...	Thunder Bay District	
298	Halliday Telephone System...	Tp. of Sullivan	Grey.
269	Henderson Telephone System..	Tp. of Brock	Ontario.
148	Heric Telephone System.....	Tp. of Wellesley	Waterloo.
149	Hyndman's Telephone System	Tp. of Usborne	Huron.
359	Harvey Municipal Telephone System	Tp. of Harvey	Peterborough.
173	Hay Municipal Telephone System	Villages Zurich, Dashwood, Hensall, Exeter	Huron.
320	Hilton & Jocelyn Municipal Telephone System	Village of Hilton; Tps. Hilton, Jocelyn, St. Joseph's Island	Algoma Dis.
360	Huron & Kinloss Municipal Telephone System	Village of Ripley; Tps. Huron, Kinloss, Kincardine, Ashfield	Bruce. Huron.
228	Home Telephone Company, Ltd.	Town of Whitby; Villages of Markham, Pickering, Port Perry; Tps Markham, Pickering, Whitby Reach, Uxbridge	Ontario. York.
96	Horton, McNab Telephone Association	Tps. Horton, McNab	Renfrew.
170	Huntsville & Portage Telephone System	Tps. Chaffey, Brunel, Franklin....	Muskoka Dis.
306	Hartman & Co. Private Line..	Village of Clarkesburg	Grey.
391	Haley's Station Rural Telephone Assn. No. 1	Parts of Tps. of Bromley and Ross.	Renfrew.
392	Hartley Telephone Co.....	Part Tp. of Eldon	Victoria.
393	Hoath Head & Grey Telephone Association	Tp. of Sydenham	Grey.
493	Haley's North Eastern Rural Telephone Association	Parts Tps. of Ross and Horton....	Renfrew.
141	A. B. Hoover's Telephone Co..	Nanticoke to Jarvis.....	Haldimand.
508	Hogg & Lytle Telephone System	Part Tp. of Mariposa	Victoria.
	I.		
31	Ingersoll Telephone Co., Ltd..	Town of Ingersoll, Village of Thamesford; Tps. West Oxford North Oxford. Dereham	Oxford.
98	Ingleside Telephone Association	Tp. of East Oxford	Oxford.
99	Innerkip Rural Telephone Association	Tps. East Zorra, Blandford	Oxford.
100	Innisfil Telephone Association.	Tp. Innisfil	Simcoe.
224	Inwood Rural Telephone Co. Ltd.	Village of Inwood, Tps. Enniskillen Euphemia and Down	Lambton.
394	Ivy-Thornton Telephone Co Ltd.	Village of Thornton, Tps. of Essa and Innisfil	Simcoe.
309	Islay Telephone Company.....	Tp. of Fenelon	Victoria.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
	J.		
395	Jackson Telephone Company	N. part Tp. of Derby and S. part Tp. of Keppel	Grey.
455	Johnson Municipal Telephone System	Tp. of Johnson	Algoma District.
285	Johnson and Brandon Telephone Co.	Tp. of Brock	Ontario.
	K.		
396	Kaladar & Northern Telephone Co.	Tp. of Kaladar	Lennox and Addington.
397	Kingston Road Rural Telephone Association	Part Tp. of Haldimand	Northumberland.
263	Kirkegaard Private Line	Village of Cordova	Peterboro.
273	Keward Rural Telephone Association	Tp. of Sullivan	Grey.
183	Koshee-Sparrow Telephone Association	Tp. of Morrison	Muskoka District.
32	King Telephone Co., Ltd.	Tp. of King	York.
150	Korah Central Telephone Association	Tp. of Korah	Algoma District.
204	Kenora, Town of, Telephone System	Town of Kenora	Rainy River District.
	L.		
151	Layman Telephone System	Tp. Gosfield South	Essex.
270	Leonard Telephone System	Tps. Mersea, Gosfield	Essex.
302	Laird Municipal Telephone System	Tps. Macdonald and Tarbutt	Algoma District.
101	Lake Shore Mutual Telephone Association	Tp. of Huron	Bruce.
225	Lanark and Carleton Counties Telephone Co., Ltd.	Tps. Lanark, Ramsay, Darling	Lanark.
102	Lanark and Ramsay Telephone Association	Villages Innisville, Ferguson's Falls; Tps. Lanark, Ramsay Drummond	Lanark.
226	Lansdowne Rural Telephone Co., Ltd.	Village of Lansdowne; Tps. Leeds Lansdowne and Escott	Leeds.
249	Lavant and Dalhousie Telephone Association	Lavant Station; Tps. Lavant, Dalhousie, Lanark	Lanark.
103	Leeds & Frontenac Telephone Association	Tps. Leeds and Lansdowne R. Storrington, Pittsburg, Loughborough	Leeds, Frontenac.
33	Leeds & Grenville Telephone Co., Ltd.	Villages of North Augusta, Spencerville, Algonquin; Counties of Grenville & Leeds (part)	Leeds, Grenville.
104	Leith & Annan Telephone Association	Tp. of Sydenham	Grey.
34	Lennox Telephone Co., Ltd.	Tps. North Adolphustown, North Fredericksburg	Lennox.
187	Lucknow & Kinloss Telephone Association	Tp. of Kinloss	Bruce.
300	Lyndhurst Rural Telephone Co	Lyndhurst to Delta, and surrounding district	Leeds.
60	Lambton Telephone Company	Villages Sombra, Port Lambton Wilkesport; Tp. of Sombra	Lambton.
82	Little Britain Telephone System	Village of Little Britain	Victoria.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
271	Lyons Private Line	Tps. Holland and Euphrasia	Grey.
398	Lake Simcoe Rural Telephone Co.	Part of Tp. of Thorah	Ontario.
399	Lambeth Telephone Co.	Part Tp. of Westminster	Middlesex.
400	Lightning Telephone Association	Part of Tp. of Grattan	Renfrew.
484	La Vallee Municipal Telephone System	Villages of Devlin and La Vallee; Tps. of Burriss, Devlin and Woodyatt	Rainy River District.
	M.		
105	Madawaska Telephone Association	Tps. Horton, McNab	Renfrew.
35	Malahide & Bayham Telephone Co., Ltd.	Town of Aylmer and Tillsonburg; Villages of Springfield & Vienna; Tps. Malahide, Bayham, Norwich and Middleton	Elgin, Oxford, Norfolk.
227	Mallorytown Independent Telephone Corporation	Tps. Elizabethtown, Yonge and Escott	Leeds.
250	Manilla Northern Telephone Co.	Tp. of Mariposa	Victoria.
36	Manitoulin and North Shore Telephone Co., Ltd.	Towns Little Current and Gore Bay	Manitoulin District.
106	Mapleshade Telephone Association	Tp. of East Zorra	Oxford.
188	Marysburgh Telephone Association	Villages of Milford, Cherry Valley; Tps. Athol, North Marysburgh South Marysburgh	Prince Edward.
38	McKillop, Logan and Hibbert Telephone Co., Ltd.	Village of Dublin; Tps. Logan, McKillop, Hibbert	Perth, Huron.
107	McNab Telephone Association.	Tp. of McNab	Renfrew.
229	Minto Rural Telephone Co., Ltd.	Tp. of Minto	Wellington.
335	Mississippi Telephone Co., Ltd.	Tps. Lanark, Drummond	Lanark.
39	Molesworth Independent Telephone Co., Ltd.	Village of Molesworth; Tps. Elma Wallace and Howick	Perth, Huron.
230	Monk Telephone Co., Ltd.	Tps. Huntley, March, Fitzroy, Torbolton and Nepean	Carleton.
108	Mono Mills Telephone Association	Villages of Mono Mills, Hockley Connor, Ballycroy; Tps. Caledon Albion, Mono, Adjala	Peel, Simcoe, Dufferin.
252	Moorsville Telephone Association	Tps. Biddulph & McGillivray	Middlesex.
40	Mornington & Wellesley Telephone Co., Ltd.	Tps. Wellesley & Mornington	Perth, Waterloo.
109	Moscow Rural Telephone Co.	Tps. Camden and Portland	Frontenac, Addington.
42	Mount Albert Telephone Co. Ltd.	Tps. of East & North Gwillimbury Scott, Uxbridge & White Church	York, Ontario.
110	Mount Carmel and Centralia Telephone Association	Villages of Centralia & Mt. Carmel; Tps. Stephen & McGillivray	Huron, Middlesex.
41	Mount Forest, Wellington and Grey Telephone Co., Ltd.	Tps. Arthur, Minton, Egremont Normanby	Wellington, Grey.
286	Mount Pleasant Telephone Co.	Tps. Cramahe, Haldimand, Alnwick, Percy and Brighton	Northumberland.
156	McEachern Telephone System.	Tp. of Wellesley	Perth.
189	McGillicuddy & Zavits Telephone Co.	Village of Watford; Tp. of Warwick	Lambton.
273	McKenzie Rural Telephone System	Tp. of Sullivan	Grey.
153	Meek Telephone System	Village of Port Rowan; Tps. North & South Walsingham & Houghton	Norfolk.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
160	Mill's Telephone System.....	Village of Thamesford	Oxford.
190	Monteith-Dempsey Telephone System	Tp. Downie, touching Harmony St. Paul's and Fairview	Perth.
161	Moore & Moore Telephone System	Tps. Whitby, East Whitby and Pickering	Ontario.
162	Morningstar Telephone System.	Villages of Arkona and Thedford; Tps. Bosanquet, Warwick, Adelaide, West Williams	Lambton, Middlesex.
497	MacDonald Municipal Telephone System	Tp. of MacDonald	Algoma District.
210	Maidstone Municipal Telephone System	Tps. Maidstone & Sandwich South.	Essex.
293	McKillop Municipal Telephone System	Tps. McKillop, Hullett, Grey and Morris	Huron.
329	Medonte Municipal Telephone System	Tp. of Medonte	Simcoe.
340	Murray-Brighton Telephone System	Villages of Codrington, Wooler; Tps. Brighton, Murray & Sidney	Northumberland, Hastings.
118	Minesing Telephone Association	Tps. Vespra and Flos	Simcoe.
37	Maple Leaf Telephone Club...	Part Tp. of Korah	Algoma District.
178	Melanchton Telephone Association	Part of Tp. of Melancthon	Dufferin.
402	Maple Grove Telephone Co....	Parts of Tps. of Amabel and Keppel	Bruce & Grey.
403	Maple Leaf Telephone Line...	Part of Tp. of Mariposa	Victoria.
404	Marmion Telephone Association	.....	Bruce.
405	Martintown Rural Telephone Co.	Parts of Tps. of Charlottenburgh and Cornwall	Glengarry.
406	Massey Station Telephone Co., Ltd.	.....	Algoma District.
407	Montrose Telephone Line	Part of Tp. of Mariposa	Victoria.
408	MacDonald Telephone Co.....	Part of Tp. of Sidney	Hastings.
409	McHardy Private Line	.....	Kent.
457	Muskrat Lake Telephone Association	Part Tp. of Ross	Renfrew.
449	Moore Municipal Telephone Association	Villages of Brigden, Courtright Mooretown, and Tps. of Moore Sombra, Enniskillen and Dawn	Lambton.
446	Muskoka River Telephone System	Part of Tp. of Monck	Muskoka District.
443	Muskoka, Victoria and Haliburton Telephone Co.	Muskoka District	Muskoka District.
440	Mariposa Telephone Union ...	Part of Tp. of Mariposa	Victoria.
473	Mutual Telephone Association.	Outside town limits of Orillia.....	Simcoe.
474	Mt. Granite Telephone Club...	Part of Tp. of Thorah	Algoma District.
472	Matchedash Telephone System.	Tp. of Matchedash	Simcoe.
471	Manse Grove Telephone Association	Tp. of Eldon	Victoria.
314	Metcalfe Rural Telephone Co. Ltd.	Tp. of Osgoode	Carleton.
298	Mooresburg & Desboro Telephone Association	Tp. of Sullivan	Grey.
	N.		
43	Nelson Telephone Co., Ltd....	Tps. Nelson, Trafalgar, East Flamboro and Nassagaweya	Halton, Wentworth.
253	New California Rural Telephone Association	Tp. of Gosfield South	Essex.
44	New Dundee Rural Telephone Co., Ltd.	Tps. Wilmot, Blenheim, Waterloo and North Dumfries	Waterloo, Oxford.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
45	New Glasgow Telephone Co., Ltd.	Tp. of Aldborough	Elgin.
46	Niagara District Telephone Co., Ltd.	Village of Beamsville; Tps. Louth, Clinton, Gainsboro, South Grimsby	Lincoln.
47	Nissouri Telephone Co., Ltd.	Tps. East Nissouri, West Zorra	Oxford.
275	Noble's Telephone System	Village Sutton West; Tp. Georgina	York, Simcoe,
48	Noisy River Telephone Co. Ltd.	Tps. Nottawasaga, Sunnidale, Mulmur and Osprey	Dufferin, Grey.
49	Norfolk County Telephone Co. Ltd.	Villages of Dover, Delhi, Waterford; Tps. Oakland, Woodhouse Charlotteville, Middleton, Brantford, Burford, North Walsingham, South Norwich, Windham Townsend	Brant, Norfolk, Oxford.
111	Norfolk & Tillsonburg Telephone Association	Tps. Middleton, Houghton, North Walsingham, Bayham	Norfolk, Elgin.
112	Norland Independent Telephone Association	Village of Norland; Tps. Bexley Somerville, Laxton	Victoria.
114	Northcote Farmers' Telephone Association	Tps. of Admaston and Bromley	Renfrew.
294	North Easthope Municipal Telephone System	Village Shakespeare; Tps. N. & S Easthope, E. & W. Zorra	Perth, Oxford.
113	North Brant Telephone Association	Village of Elmwood; Tp. of Brant.	Bruce.
50	North Huron Telephone Co., Ltd.	Tps. Turnberry, Morris, E. & W Wawanosh, Culross, Kinloss	Huron, Bruce.
349	North Elderslie Telephone Association	Tp. of Elderslie	Bruce.
231	North Wellington Telephone Co., Ltd.	Tps. Arthur, W. Luther, W. Garafraxa and Peel	Wellington.
410	North Bonnechere Telephone Association	Tp. of North Bonnechere	Renfrew.
411	Northern Telephone Club	Part of Tp. of Thorah	Algoma District.
412	North Mutual Telephone Line of Cavan	N. W. part of Tp. of Cavan.	Durham.
328	Northern Mutual Telephone Co	Part Tp. of Marmora	Hastings.
491	North Horton Telephone Association	Tp. of Horton	Renfrew.
488	Normanby Telephone Association	Tp. of Normanby	Grey.
	O.		
192	Omemee Telephone Association	Tps. Emily and Cavan	Victoria, Durham.
51	Oro Telephone Co., Ltd.	Tps. Oro and Orillia	Simcoe.
299	Orr-Steinhoff Telephone Association	Tps. Elderslie and Sullivan	Bruce, Grey.
303	Ottawa Valley Rural Telephone Co., Ltd.	Village of Kars, Tp. of Osgoode	Carleton.
211	Oliver Municipal Telephone System	Tp. of Oliver	Thunder Bay District.
361	Osprey Municipal Telephone System	Tps. Osprey and Artemesia	Grey.
413	Oldfield's Telephone Line	Part of Tp. of Melancthon	Dufferin.
485	Otonabee Municipal Telephone System	Tp. of Otonabee	Peterboro.
158	Osceola Telephone Association	Part Tp. of Bromley	Renfrew.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
	P.		
194	Parkhill Rural Telephone Association	Tps. West Williams, East Williams, McGillivray	Middlesex.
254	Peerless Telephone Association	Two miles east of Woodstock.....	Oxford.
255	Penhurst Telephone Association	Tp. of East Zorra	Oxford.
52	People's Telephone Co. of Forest, Ltd.	Town of Forest; Tps. Bosanquet, Warwick, Plympton	Lambton.
53	People's Telephone & Telegraph Co., Ltd.	Tps. Hagarty, Radcliffe, Bangor, Wicklow, Carlow, Monteagle, Dungannon, N. Algoma	Renfrew. Hastings.
317	People's Mutual Telephone Co.	Tp. of Sophiasburg	Prince Edward.
196	Pine Grove Telephone Association	Tp. of Orillia	Simcoe.
115	Pioneer Telephone Association.	Tp. of East Oxford	Oxford.
251	Pioneer Rural Telephone Co., Ltd.	Tps. Kerns, Armstrong, Hillard Harley, Beauchamp, Henwood and Lane	Nipissing District.
347	Porcupine Telephone Lines, Ltd.	Porcupine, S. Porcupine, Timmins; Tps. Whitney and Tisdale	Nipissing District.
54	Port Hope Telephone Co., Ltd.	Villages of Newcastle, Orono, Newtonville, Osaca, Canton, Welcome Wesleyville; Tps. Hope, Clarke Darlington	Durham.
55	Princeton & Drumbo Telephone Co., Ltd.	Town of Blenheim; Tps. Blandford Blenheim, East Oxford	Oxford.
116	Progressive Telephone Association	Tps. of Humberstone and Bertie..	Welland.
195	Paul & Eckert Telephone System	Tps. Ellice, Downie, Fullarton	Perth.
212	Paipoonge Municipal Telepohne System	Villages of Stanley and Rosslyn.. Tp. of Paipoonge	Thunder Bay District.
203	Port Arthur, City of, Telephone System	City of Port Arthur	Thunder Bay District.
350	Port Rowan & Rural Telephone Co.	Village of Port Rowan; Tps Houghton, South Walsingham and Charlotteville	Norfolk.
150	Plummer, Aberdeen and Galbraith Rural Telephone Association	Tps. Plummer, Aberdeen and Galbraith	Algoma District.
157	Peerless Telephone Association	.....	Oxford.
171	Pastime Telephone Association	.....	Renfrew.
184	Port Hoover Telephone Association	Part of Tp. of Mariposa	Victoria.
256	Plum Hollow & Eloida Telephone Co.	Village of Athens and Tps. of Young, Escot and Bastard	Leeds.
114	Park Head Telephone Co.....	Parts of Tps. of Amabel and Keppel	Grey and Bruce.
115	Perth & Christie's Lake Telephone Co.	.....	Lanark.
16	Perretton Telephone Association	Tp. of Westmeath	Renfrew.
17	Pine Valley & Douglas Telephone Association	Part Tp. of Bromley	Renfrew.
18	Port Stanley Telephone Co., Ltd.	Villages of Port Stanley and Union and Tps. of Southwold and Yarmouth	Elgin.
59	Palace Road Mutual Telephone Association	Parts of Tps. of Ernestown, North Fredericksburg and Richmond	Lennox.
56	Progressive Agriculturists' System of Thorah	Part of Tp. of Thorah	Algoma District.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
454	Pelee Island Municipal Telephone System	Pelee Island	Essex.
486	Prince Municipal Telephone System	Tps. of Prince and Korah	Algoma District.
266	Pefferlaw Telephone Association	Tps. of Brock and Georgina	Ontario and York.
	Q.		
117	Queen's Line Telephone Association	Tp. of Ross	Renfrew.
165	Quinlan Telephone System	Tps. Ellice and North Easthope	Perth.
152	Quaker Telephone System	Tps. Lobo, Adelaide, Caradoc	Middlesex.
56	Rainy River International Telephone Co., Ltd.	Town of Rainy River; Village of Emo; Tps. Crozier, Devlin and Barwick	Rainy River District.
	R.		
343	Ravenscliffe Telephone Co., Ltd.	Tps. Chaffey and Stisted	Muskoka Dis.
257	Richard's Landing Telephone Club	Village of Richard's Landing	Algoma Dis.
258	Rideau View Telephone Association	Tp. of Gloucester	Carleton.
259	Rockwood-Oustic Telephone Co.	Tp. of Eramosa	Wellington.
287	Romney Telephone System	Tp. of Romney	Kent.
57	Rural Telephone Co. of Kitley Ltd.	Villages of Toledo, Frankville; Tps Kitley, Bastard & South Elmsley	Leeds.
166	Reid Telephone System	Village of Westmeath	Renfrew.
167	Richardson Bros. Telephone System	Village of Nipissing; Tp. of Nipissing	Parry Sound District.
169	Russell Telephone System	Tps. Cavan, South Monaghan, North Monagham, Hamilton	Durham, Northumberland, Peterborough.
213	Rochester Municipal Telephone System	Village of Belle River; Tps. Rochester, Maidstone, Gosfield North	Essex.
216	Railton Telephone Line	Private line to Sydenham	Frontenac.
223	Riverside Telephone Association	Vicinity of Woodstock	Oxford.
419	Rosedale Rural Telephone System	Part Tp. of Loughborough	Frontenac.
420	Russell Rural Telephone Co. Ltd.	Tp. of Cumberland and part Tp. of Gloucester	Russell and Carleton.
462	Roxborough Independent Telephone Co.	Village of Maxville and Tps. of Roxborough and Kenyon	Glengarry and Stormont.
445	Riverdale Telephone Co.	Part of Tp. of North Fredericksburg	Lennox.
441	Renfrew & Shamrock Telephone Line	Tp. of Admaston.	
490	Rankin Telephone Co.	Parts Tps. of Pembroke, Wilberforce, Alice and Stafford	Renfrew.
284	R. C. Episcopal Corporation (Parish of Chippewa)	Private line Presbytery to Village of Enterprise	Lennox and Addington.
476	Roche Fondue Rural Telephone System	Part Tp. of Westmeath	Renfrew.
477	Rosedale Rural Telephone Association	Part Tp. of Fenelon	Victoria.
478	Roy Telephone System	Vicinity of Warren	Nipissing District
500	Rose Telephone Co., Ltd.	Tps. of Plummer, Plummer Additional and Rose	Algoma Dis.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
	S.		
65	St. Mary's, Kirkton & Exeter Telephone Co., Ltd.	Tps. Blanshard, Downie, Fullarton Hibbert, Usborne, Biddulph, London	Perth, Huron, Middlesex.
66	St. Mary's-Medina Telephone Co., Ltd.	Tps. East Nissouri, West Nissouri Blanshard, Downie	Oxford, Middlesex, Perth.
260	Salem Telephone Association..	Tp. of Darlington	Durham.
261	Salem Telephone Co.	Tps. Amabel, Arran, Derby and Keppel	Bruce, Grey.
262	Salkeld-Andrews Telephone Association	Tp. of Goderich	Huron.
119	Saugeen Telephone Association	Tp. of Brant	Bruce.
58	Scarboro' Independent Telephone Co., Ltd.	Tps. Scarboro', Pickering & York..	York.
59	Schomberg Telephone Co., Ltd	Village Schomberg; Tps. King, Tecumseh, Adjala, W. Gwillimbury	York, Simcoe.
120	Scotch Line & Micaville Telephone Association	Tps. Bathurst & North Burgess ...	Lanark.
63	Southwold & Dunwich Telephone Co., Ltd.	Tps. Southwold and Dunwich	Elgin.
121	South Bayham & Malahide Telephone Association	Village of Burwell; Tps. Bayham and Malahide	Elgin.
197	South Brant Rural Telephone Co.	Tps. Brant and Carrick	Bruce.
232	South Bruce Rural Telephone Co., Ltd.	Tps. Carrick, Culross, Howick Turnberry, Kinloss & Greenock.	Bruce, Huron.
333	South Elderslie Telephone Association	Tp. of Elderslie	Bruce.
61	South Leeds & Pittsburg Telephone Co., Ltd.	Tps. of Leeds & Lansdowne, Pittsburg	Leeds, Frontenac.
62	South Malahide Telephone Co. Ltd.	Town of Aylmer; Village of Springfield; Tps. South Dorchester Bayham. Yarmouth	Elgin.
198	Sprague Telephone Co.	Tps. Ameliasburgh, Sophiasburgh.	Prince Edward.
64	Springbank Telephone Co., Ltd	Tp. of Howick	Huron.
122	Springcreek Telephone Association	Tp. of East Zorra	Oxford.
199	Stratton Telephone System....	Tps. Dilke, Morley, Chapple	Rainy River District.
67	Sunderland Telephone Co., Ltd	Tps. Brock and Scott	Ontario.
312	Sunny Valley Telephone Co...	Tps. Holland and Sydenham	Grey.
124	Sutton & North Gwillimbury Telephone Association	Village of Sutton; Tp. of North Gwillimbury	York.
288	Scratch & Palmer Telephone System	Tp. of South Gosford	Essex.
200	Swale Cecil Telephone System	Village of Oliphant; Tp. of Annabel	Bruce.
297	Sandwich South Municipal Telephone System	Tps. Anderson, South & West Sandwich, Maidstone and Colchester North	Essex.
214	St. Vincent Municipal Telephone System	Village of Walters Falls; Tps. St Vincent, Sydenham, Holland and Euphrasia	Grey.
352	Sparta Rural Telephone Co. Ltd.	Village of Sparta; Tps. Yarmouth and Malahide	Elgin.
268	Sebright Telephone Association	Villages of Udney, Rathbun and Sebright; Tps. Mara and Thorah	Ontario.
123	South Crosby Rural Telephone Company, Limited	Village of Newboro	Leeds.
159	St. Johns Telephone System..	Tp. of London	Middlesex.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
193	Shamrock Telephone Co.	Part Tp. of Mariposa	Victoria.
422	Saugeen Rural Telephone Co..	Part Tp. of Saugeen	Bruce.
423	Section Telephone Association	Tp. of Gosfield South.....	Essex.
424	Shuniah Municipal Telephone System	Tps. of Shuniah & McIntyre.....	Thunder Bay District.
425	Silfcote Telephone Club	Tp. of Sydenham	Grey.
426	Sitzer Telephone Line	Part Tp. of Trafalgar.....	Halton.
427	South Colchester Telephone Association	Part Tp. of South Colchester.....	Essex.
428	South Diagonal Telephone Co.	Parts Tps. of Keppel & Sarawak..	Grey.
429	South McNaughton Telephone Association	Part Tp. of Admaston	Renfrew.
430	Springcreek Telephone Co.....	Part Tp. of Amabel	Bruce.
431	Stormont Telephone Company.	Part Tp. of Osnabruck	Stormont.
432	Stroud Telephone Co., Ltd....	Tp. of Innisfil	Simcoe.
433	Sullivan & Bentinck Tel. Co..	Part Tp. of Elderslee	Bruce.
448	Selby Telephone Co., Ltd.....	Tp. of Richmond	Lennox.
421	Sandwich West Co-operative Telephone Association	Tp. of Sandwich West	Essex.
507	Scone Telephone System	Parts Tps. of Sullivan & Elderslie	Grey & Bruce.
501	S. W. Sisson's Telephone System	Part Tp. of Manvers.....	Durham.
479	Spey River Telephone System.	Part Tp. of Holland.....	Grey.
318	Second Line Drummond Telephone Company	Part Tp. of Drummond	Lanark.
272	Snake River Telephone Association	Parts Tps. of Westmeath, Bromley & Ross	Renfrew.
267	Silver Creek Telephone Association	Part Tp. of Amabel.....	Bruce.
498	Sonya Telephone Line	Parts Tps. of Mariposa & Brock...	Victoria & Ontario.
	T		
233	Tarentorus Telephone Co., Ltd.	Tp. of Tarentorus	Algoma District.
68	Temiskaming Telephone Co., Ltd.	Towns of Cobalt, Haileybury, New Liskeard, Latchford, Englehart	Nipissing District.
69	Thamesville Telephone Co., Ltd.	Village of Thamesville; Tps. Camden, Howard, Orford, Dawn and Zone	Kent, Lambton.
70	Thedford, Arkona and East Lambton Telephone Co., Ltd.	Villages of Thedford & Arkona; Tp. Bosanquet	Lambton.
322	Tilbury Telephone Co., Ltd. ..	Tps. Tilbury East, Raleigh and Romney	Kent.
163	Tye & Barr Telephone System	Tps. Mornington, Ellics, and Elma.	Perth.
289	Todd & Darling Telephone System	Tps. Uxbridge, White Church, and Scott	Ontario, York.
316	Turner's Telephone System...	Villages of Ida and Cavan; Tps. Cavan, Hope, Manvers & South Monaghan	Durham, Northumberland.
323	Tarbutt & Tarbutt Addtl. Municipal Telephone System	Tp. of Tarbutt & Tarbutt Additional	Algoma District.
301	Tay Municipal Telephone System	Village of Victoria Harbour, Tps. Tay and Medonte	Simcoe.
362	Tilbury West Municipal Telephone System	Villages of Comber, Staples, and Stoney Point; Tps. Tilbury West and Tilbury North	Essex.
295	Tuckersmith Municipal Telephone System	Tps. Tuckersmith, Stanley, Usborne, Hullett, Hibbert, McKillop and Hay.	Huron.
353	Tara-Keady Telephone Co.....	Tp. of Derby	Grey.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
296	Temiskaming & Northern Ontario Railway Commission	All points on T. & N. O. Railway..	Nipissing District.
338	Tenth Side Line	Tps. St. Joseph's & Jocelyn	Algoma District.
487	Thessalon Municipal Telephone System	Parts Tps. of Thessalon & Lefroy.	Algoma District.
434	Town Line & Seventh Line Telephone Association	Parts Tps. of Ross & Westmeath..	Renfrew.
	U		
290	Ungers Telephone System	Tp. of South Walsingham.....	Norfolk.
71	United Telephone Co., Ltd....	Tps. of Lobo and London.....	Middlesex.
72	Urban & Rural Telephone Co., Ltd.	Villages of Newbury, Wardsville, Florence; Tps. Orford, Zone, Euphemia and Mosa	Kent, Middlesex, Lambton.
234	Uxbridge & Scott Telephone Co., Ltd.	Town of Uxbridge; Tps. Uxbridge and Scott	Ontario.
354	Union Telephone Company....	Tps. Peel & Maryborough.....	Wellington.
435	Union Rural Telephone Association	Parts Tps. of Ross, Westmeath & Bromley	Renfrew.
436	Union Telephone Club	Tp. of Sydenham	Grey.
463	Uhthoff Telephone Association	Part Tp. of Orillia	Simcoe.
495	Uptergrove Telephone Association	Part Tp. of Mara	Ontario.
	V		
125	Violet Hill Telephone Association	Tp. of Mono	Dufferin.
186	Valentia Telephone Co.		
452	Vespra Municipal Telephone System	Tp. of Vespra	Simcoe.
481	Verner Telephone Association.	.....	Nipissing District.
480	Vernonville Rural Telephone Association	Part Tp. of Haldimand	Northumberland.
	W		
73	Welland County Telephone Co., Ltd.	Villages of Humberstone and Crystal Beach; Tps. Bertie, Willoughby and Humberstone	Welland.
201	West Flamboro Telephone Associaton	Villages of West Flamboro, Christie and Greensville	Wentworth.
74	West Garafraxa Telephone Co., Ltd.	Tps. West Garafraxa, East Garafraxa and Erin	Dufferin, Wellington.
75	West Williams Rural Telephone Association, Limited	Tps. East Williams, West Williams and Adelaide	Middlesex.
76	Wheatley Telephone Co., Ltd.	Tps. of Romney and Mersea.....	Kent, Essex.
355	Wiarton-Lake Charles Telephone Association	Tp. of Keppel	Grey.
321	Woodbridge & Vaughan Telephone Co., Ltd.	Village of Woodbridge, Tps. Vaughan, York & Etobicoke	York.
127	Woodville Glen Telephone Association	Tps. of Elgin, Mariposa	Victoria.
77	Wroxeter Rural Telephone Co., Ltd.	Village of Wroxeter; Tps. Howick, Turnberry, Grey & Morris	Huron.
172	Wightman Telephone System..	Tps. Howick, Minto, Carrick, and Normanby	Huron, Wellington, Bruce, Grey.

LIST OF TELEPHONE SYSTEMS.—*Continued.*

No.	Name of System.	Location of System.	County.
351	Waterloo Municipal Telephone System	Tp. of Waterloo	Waterloo.
447	Westmeath 7th Line Telephone Association	Part Tp. of Westmeath	Renfrew.
502	Wilson Private Line	Vicinity of Milton	Halton.
475	White Marble Co. of Canada, Ltd.	Haley's Station to Quarry	Renfrew.
438	Woodford Telephone Club	Part Tp. of Sydenham	Grey.
439	Wolford Rural Telephone Co., Ltd.	Part Tp. of Wolford	Grenville.
168	Wolftown Telephone Association	Part Tp. of Bromley	Renfrew.
482	Winter's Private Line	Vicinity of Aurora	York.
483	Windham Telephone Company.	Tps. of Windham & Middleton	Norfolk.
494	Wilberforce Tel. Association	Tp. of Wilberforce	Renfrew.
	X Y Z		
339	Yarker Rural Telephone Co.	Villages of Moscow & Colebrook; Tps. Yarker & Camden East	Lennox & Addington.
78	Yarmouth Rural Telephone Co., Ltd.	Tps. Yarmouth and Malahide	Elgin.
128	Zorra Telephone Association	Tps. East Nissouri, East and West Zorra	Oxford.
242	Zion Telephone Line	Part Tp. of Mariposa	Victoria.

TELEPHONE SYSTEMS.

Information furnished by Municipalities Operating Systems under Part II. of "The Ontario Telephone Act."

Municipality.	No. of Telephones.	Miles of Poles.	Miles of Circuit.	Cost of System.	Cost per Telephone.	Rate of interest on Debentures.	Yearly Assessment to repay principal and interest per subscriber.	Yearly assessment to cover cost of Operation and Maintenance per subscriber.	Total annual cost to subscribers.	No. of Renters.	—
				$	$ c.	%	$ c.	$ c.	$ c.		
Blyth (Village)	466	163	307	37,357	80 16	5–5½	10 15	3 75	13 90	55	
Brighton Tp	300	117	180	20,000	66 66	6	10 06	3 00	13 06	25	
Brooke Tp	753	226	236	45,500	60 42	4–5	.....	.....	12 35	150	
Bruce Tp	983	224	950	92,000	93 59	5–5½	.....	.....	12 50	289	
Brussels (Village)	821	262	572	56,715	67 86	4½–5	.....	.....	11 36	72	
Chapple Tp	In course of construction.										
Chinguacousy Tp	486	106	312	33.000	67 90	5	8 00	6 00	14 00	.....	
Colborne Tp	142	60	96	10.839	76 33	5	8 00	4 00	12 00	14	
Colchester North Tp	280	68	124	11,892	42 47	5	5 72	4 00	9 72	2	
Dawn Tp	260	82	140	13,640	52 46	.....	7 12	2 73	9 85	12	
Dover Tp	215	44	70	11,336	52 68	.....	.....	.....	.....	.....	
Dryden (Town)	In course of construction.										
Emo Tp	124	63	120	8,923	71 96	.....	12 61	.....	.....	7	Debentures not issued.
Euphrasia Tp. (Beaver Valley)	231	70	462	25.200	109 09	.....	.....	.....	.....	77	
" " (Markdale)	No report.										
Flos Tp	415	148	360	28,736	69 24	5½	9 45	1 55	11 00	3	
Fort Frances (Town)	225	18	198	19,899	88 44	6	.....	.....	.....	83	
Goderich Tp	212	131	143	13,452	63 45	.....	8 00	5 25	13 25	.....	
Gore Bay (Town)	65	4	16	3,214	49 45	.....	.....	.....	.....	.....	Debentures not issued.
Gosfield North Tp	264	54	74	19,850	75 19	5	5 83	2 50	8 33	.....	
Harvey Tp	50	35	40	3,323	66 46	6	.....	.....	12 39	2	
Hay Tp	458	.....	190	23,792	51 94	5	7 18	4 82	12 00	12	
Huron Tp	611	203	460	40,850	66 86	5–6	10 00	.....	10 00	46	
Jocelyn Tp	30	22	22	1,000	33 34	.....	paid in cash	3 00	3 00	.....	
Johnson Tp	80	30	30	4,000	40 00	.....	5 61	4 50	10 11	.....	
Korah Tp	12	6	12	700	58 34	.....	paid in cash	9 25	9 25	.....	
Laird Tp	145	47	75	5,035	34 58	6	3 22	3 25	6 47	.....	
La Vallee Tp	108	57	87	7,813	72 34	.....	11 18	5 40	16 18	5	
Maidstone Tp	358	90	260	13,995	39 09	5	5 85	3 35	9 20	9	
McDonald Tp	70	30	30	3,000	42 86	.....	.....	.....	.....	.....	

TELEPHONE SYSTEMS.

Information furnished by Municipalities Operating Systems under Part II. of "The Ontario Telephone Act."

Municipality.	No. of Telephones.	Miles of Poles.	Miles of Circuit.	Cost of System.	Cost per Telephone	Rate of interest on Debentures	Yearly Assessment to repay principal and interest per subscriber.	Yearly Assessment to cover cost of Operation and Maintenance per subscriber.	Total annual cost to subscribers.	No. of Renters.	—
McKillop Tp	325	100	237	28,425	87 46	5	9 72	3 50	13 22	25	
Medonte Tp	345	151	249	17,000	49 27	5	5 65	2 60	8 25	.....	
Moore Tp	1,028	185	375	49,217	47 88	5–6–6½	10 36	1 64	12 00	274	
North Easthope Tp	396	169	280	25,428	64 21	5	8 89	2 11	11 00	10	
Oliver Tp	100	34	.....	9,750	97 50	5–6	.....	.....	21 00	24	
Osprey, Tp	160	41	58	9,300	58 12	5½–6	.....	.....	.....	6	
Otonabee Tp	180	55	55	11,800	65 56	.....	.....	.....	.....	.....	Debentures not issued.
Paipoonge Tp	61	34	143	4,895	80 24	8	.....	.....	20 00	28	
Pelee Tp	86	26	50	6,735	78 31	6	9 87	10 12¾	20 00	4	
Plummer Add'l. Tp	In course of construction.										
Prince Tp	13	10½	10½	614	47 23	7	*11 25	7 00	18 25	.....	*5 annual instalments.
Rochester Tp	340	104	114	13,749	40 44	5–6	5 44	3 25	8 69	.....	
St. Vincent Tp	350	108	220	21,692	61 97	5–5½–6	8 00	6 00	14 00	.....	
Sandwich South Tp	264	73	150	15,885	60 17	5	8 42	2 00	10 42	4	
Shumah Tp	96	49	116	11,678	121 65	.....	.....	.....	.....	.....	
Tarbutt Tp	51	18	23	2,286	44 82	5–6	4 90	2 50	7 40	.....	
Tay Tp	175	40	100	9,327	53 30	5½–6	7 83	2 00	9 83	2	
Thessalon Tp	45	22	22	2,865	63 67	.....	.....	.....	.....	.....	
Tilbury West Tp	510	119	292	27,750	54 41	5–6	5 00	5 00	10 00	12	
Tuckersmith Tp	664	250	603	40,786	61 43	5	6 37	3 50	†11 87	32	†185 assessed at $12.72.
Vespra Tp	137	50	86	8,500	62 04	6	8 29	4 65	12 94	.....	
Waterloo Tp	309	100	297	19,947	64 55	5½	9 02	3 50	12 52	9	

FORM OF PETITION PRAYING FOR THE ESTABLISHMENT OF A TELEPHONE SYSTEM UNDER PART II. OF "THE ONTARIO TELEPHONE ACT," SECTION 9, AS APPROVED BY THE ONTARIO RAILWAY AND MUNICIPAL BOARD (*Being Schedule "A" of By-law providing for establishment of system.*)

To the Municipal Council of the Township (or village or town) of

Gentlemen,—We, the undersigned, being resident assessed landowners in the Township (*or village or town*) of ..... petition your Honorable Body, pursuant to Section 9 of "The Ontario Telephone Act," praying for the establishment of a telephone system in the said Township (*or village or town*) of ..... in accordance with the provisions of Part 2 of the said Act; and we further pray that the payment of the cost of the work may be extended over a period of ten years and that debentures of the municipality of ..... may be issued to pay the cost of establishing the said system.

Your petitioners hereby agree each with the other and with the municipal corporation of the Township (*or village or town*) of ..... to observe all the provisions of the said Act and to be governed by and obey such rules, regulations and by-laws of the aforesaid Municipal Corporation, providing for the establishment and operation of such telephone system as may be necessary and as are consistent with the said Act, including the repayment of their equal share of the cost of building the proposed system in ten annual instalments of principal and interest in addition to the cost of maintenance.

Your petitioners also hereby request that the system be placed under the supervision of three commissioners to be elected as provided in Section 21 of "The Ontario Telephone Act."

AND YOUR PETITIONERS WILL EVER PRAY

In witness whereof, we have this day placed our hands and seals—

Signed	Seal	Location of Property	Witness

Dated this ..... day of ....., A.D. 191 .

(*Certificate of the Clerk of the Municipality, which must be afford to the copy of the petition forwarded to the Board.*)

I, the undersigned, Clerk of the Municipal Corporation of ....., hereby certify that each person whose signature is affixed to the original petition, of which this is a copy, is a resident assessed landowner in the municipality of.....
.....

.....
(Signature of Clerk.)

FORM OF BY-LAW PROVIDING FOR THE ESTABLISHMENT OF A TELEPHONE SYSTEM UNDER PART II. OF "THE ONTARIO TELEPHONE ACT," SECTION 11, AS APPROVED BY THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

By-law No. ——, of the Municipal Corporation of ....., providing for the establishment of a Telephone System in the Township (*or village or town*) of ....., under the provisions of Part II. of "The Ontario Telephone Act."

Whereas the persons whose names appear in Schedule "A" attached to and forming a part of this By-law have petitioned the Council of the Municipal Corporation of ....., praying for the establishment of a telephone system for the convenience of the petitioners, to be known as "The ..... Municipal Telephone System."

Therefore, the Municipal Corporation of the Township (*or village or town*) of ..... enacts as follows:—

1. That a telephone system be established in the ..... of ..... as prayed by said petition.

2. The Reeve (*or Mayor*) of the ..... of ..... may borrow upon the credit of the Corporation such sums of money as may, from time to time be necessary for the establishment of the said telephone system for the furnishing of service to the petitioners and to such other persons as may desire to connect their premises to the said system. All sums so borrowed shall be repaid out of the proceeds of the sale of debentures to be issued under a By-law to be enacted within two years from the date hereof.

3. The said Telephone System shall be established under the supervision of a Board of three Commissioners, elected by a majority vote of the subscribers present at a general meeting called for the purpose in accordance with the provisions of Section 21 of "The Ontario Telephone Act."

4. The Board of Commissioners shall be responsible for the efficient construciton, maintenance and operation of all plant and equipment comprising the said system and all extensions thereof, and, subject to the approval of the subscribers in general meeting assembled, shall have full power and authority to maks all expenditures, employ such persons and enter into such contracts or agreements as may be necessary for such efficient construction, maintenance and operation.

5. The Board of Commissioners shall be responsible for and shall remit to the Treasurer of the Municipal Corporation of ..... all moneys received from the subscribers to the said system in payment of the principal, interest, and the cost of operation and maintenance; and the said Board shall, when called upon to do so, furnish the Treasurer of the Corporation with such information as he may require respecting the receipts and expenditures in connection with the said system.

6. The Treasurer of the Municipal Corporation of ....shall have authority to furnish the Board of Commissioners with such sums of money as may, from time to time, be required to carry on the work of construction, maintenance and operation of the said system and all extensions thereof. Provided, however, that all requisitions to the Treasurer shall bear the signature of the President and Secretary of the Board of Commissioners, and shall be accompanied by a certified copy of the resolution, passed at a regular meeting of the said Board,

authorizing such requisitions to be made. All sums of money so advanced by the Treasurer of the Corporation to the Board of Commissioners shall be subject to the provisions of "The Ontario Telephone Act," relating to the levying of any special rate and the collection of all moneys which may from time to time be due to the Corporation for repayment of principal, interest and the cost of maintenance.

7. The Board of Commissioners shall appoint a Secretary-Treasurer who shall attend all meetings of the Subscribers and Commissioners, record the proceedings thereof, and keep all books relating to the business of the telephone system.

8. All moneys belonging to the telephone system which may, from time to time, be in the custody of the Board of Commissioners shall be deposited in a bank, and all payments authorized by the said Board shall be made by cheque bearing the signatures of the President and the Secretary-Treasurer of the Board.

9. This By-law shall come into force and effect upon the final passing thereof.

Dated this ..... day of ....., 191 .

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

"THE ONTARIO TELEPHONE ACT."

Specifications Fixing the Minimum Standard Requirements for the Construction and Equipment of Telephone Systems Under the Provisions of Section 26 of "The Ontario Telephone Act."

A pole line to carry one metallic circuit attached to side brackets shall consist of poles not less than 20 feet in length, five inches in diameter at the top. At road crossings poles must be of such length as will give the wires a clearance of not less than twenty feet above the crown of the road.

Poles. A line to carry one six pin cross-arm shall consist of poles not less than 25 feet in length, 5 inches in diameter at the top, which will be sufficient to carry three metallic circuits.

A line to carry one ten pin cross-arm shall consist of poles not less than 25 feet in length, 6 inches in diameter at the top, which will be sufficient to carry five metallic circuits.

All lines to carry more than one cross-arm shall consist of poles of not less than 25 feet in length, 7 inches in diameter at the top.

Wire. All lines shall consist of metallic circuits of No. 12 British Standard Gauge BB or EBB galvanized iron wire.

Locating poles. In locating the line, measure off and place stakes at a distance of 165 feet apart (equal to 32 poles per mile) for lines up to 10 wires (5 circuits); and at a distance of 155 feet apart (equal to 34 poles per mile) for lines up to 20 wires (10 circuits). Stakes should be placed clear of water courses, and as far from the roadway as possible. Measure distance without regard to obstacles, and place poles as near stakes as possible. On corners, shorten up the last span to 135 feet and make a double corner. On heavy curves shorten the stretches 10 feet.

Trees. All reasonable expedients may be adopted to clear trees, using shorter poles if necessary to pass wires under trees. Trees must not be trimmed until permission from the owner or proper authority has been obtained.

Distance from other wires. All circuits shall be three feet above or below other wires. This does not apply to insulated drop wire passing over or under telephone or telegraph lines.

High tension circuits. Insulated wires or cables suspended on a grounded messenger wire shall be used where lines cross under high tension power circuits. On no account must lines be erected over high tension circuits without the permission and under the direction of the authorities controlling such circuits.

Height of wires. In distributing the poles, place the heaviest on corners, and the straightest and best poles opposite residences. In towns, villages and at road crossings, no wire or attachment to poles shall be of less height than 20 feet from the crown of the road, and at railway crossings 25 feet from the top of the rails. Poles should be graded so as to avoid a change of more than five feet in the height of wires or cables on adjacent poles.

A lightning rod of one No. 9 galvanized iron wire shall be placed upon every tenth pole, making two hand turns of the wire under the butt of the pole and stapling it by 2 inch staples along the entire length of the pole leaving three inches of the wire pointing above the top. Lightning rods.

All poles must be peeled and trimmed and tops made roof or "A" shape. In setting the poles, the ridge of the roof shall be parallel with the wires so as to give the line a uniform appearance. Setting poles.

Poles shall be set in the ground at a depth of not less than four feet for twenty foot poles; five feet for twenty-five foot poles; five and one-half feet for thirty foot poles; and six feet for thirty-five or forty foot poles. In rock, set poles to a depth of three feet. Where construction in solid rock would be too expensive, if sufficient loose stones can be had, stone cairns may be used on short light leads. Set all poles perpendicularly, except on curves and corners where they can be leaned slightly against the strain.

Holes shall be dug large enough to admit pole without stabbing or hewing, and full size at the bottom to permit the use of iron tampers. When the pole is in position use one shovel to two tampers, packing the filling continuously until the hole is filled. Pile the soil above the surface and pack firmly around the pole. Clean ditches and restore the surface of the highway to its original condition. In filling holes use coarse soil or gravel at top of hole.

Side brackets on straight runs shall be placed one on each side of the pole not less than 18 inches apart, the upper bracket being eight inches below the top of the pole. At crossings and on curves or corners all side-brackets shall be on the side of the pole against the strain. When the lines has crossed the road and the straight run is continued place the side brackets in the same relative position as at starting point. Side brackets.

Cross-arms shall be placed in gains cut in the pole not more than ¾ inch deep and so as to permit the cross-arm to fit tightly. The centre of the top gain shall be 10 inches from the top of the pole, and the second gain not less than 18 inches below top gain. Cross-arms.

Cross-arms shall not be less than 3 inches by 4 inches, equipped with hardwood top pins fastened in the arm by a nail. Pins to be not less than 12 inch centres with 17 inch centres for pole space.

Cross-arms shall be fastened to the pole by a ⅝-inch machine bolt through pole. Square iron washers shall be placed under the head and nut of the bolt. Arms shall be braced with two iron braces attached to the arm by ⅜-inch carriage bolts, and to the pole by not less than 4 x ⅜-inch lag screw.

Guy stubs shall be used where it is necessary to raise guys to proper distance over streets. Guy stubs.

Patent anchors may be used except on heavy leads. On heavy leads and where there is an exceptional strain the anchor should consist of a piece of pole or other sound timber of equal diameter not less than three feet long buried the same depth as the butt of the pole. Before burying a hole shall be bored through the centre of the log and a 6 foot x ⅝ inches, guy rod secured to it by means of a square iron washer and nut. Before filling in the earth, the Guy Rod shall be sloped towards Anchors.

the pole at the same angle as the guy wire will take, so that the guy will give a straight pull on the anchor. Anchors shall not be located nearer the pole than one-third its height above the ground.

Braces. Side braces shall be used where guying is not possible. Braces should consist of poles not less than 15 feet in length, set in the ground at a distance of not less than 6 feet from the butt of the pole and at a depth of at least three feet. At the butt the brace should rest against two pieces of two-inch plank nailed together crosswise. The top of the brace should be shaped to bear evenly against the pole to which it shall be fastened by means of two ½ inch x 6 inch lag screws.

Road crossings. Road crossings shall be at an angle of 45 degrees and shall be sufficiently reinforced by guys or braces to withstand all possible strain. Guy crossings and corners with side guys in the manner most applicable to existing conditions.

Guy wires. Guy wires shall consist of not less than two No. 9 wires twisted for bracket leads; seven strands of No. 16 crucible steel wire for single cross-arm leads, and seven strands of No. 13 crucible steel wire for heavier leads. Wrap the end of guys twice around the pole, and so arrange the wrapping as to bind on the back of the pole. A guy thimble shall be placed in the eye of the guy rod and guy clamps shall be used to fasten the ends of the wire to the guy. Guy clamps must not be fastened closer to the pole than twelve inches. Where there is a continuous strain, to prevent the wire cutting into the pole it should be protected by pole shims or sheet iron. To prevent the guy slipping down the pole it should be secured by staples or nails.

In solid rock guys should be attached by means of a self-wedging eye-bolt.

Stringing wire. Wires shall be strung in such manner as to avoid kinking, interference with other wires, or interruption of traffic.

Wires on brackets. Wires on side brackets shall be tied on the side of the insulator nearest the pole. On curves or corners of side bracket lines the wires shall be tied so that the strain shall be against the insulator.

Jointing wire. When jointing, the wires should first be made clean and bright, then twisted by means of pliers and splicing clamp, taking not less than five turns on each side of joint, after which it should be soldered by dipping. Connectors or patent sleeves may be used instead of the ordinary spliced joint.

Transpositions. Metallic circuit lines carried on side brackets may be transposed by using a two pin cross-arm or double transposition insulators and pins for changing the relative positions of the wires on the pole. Where lines are carried on cross-arms use transposition brackets or double transposition insulators and pins.

Leading-in wires. Leading in wires shall be No. 16 B & S copper or "Ironite" or No. 17 steel copper clad braided rubber insulated wire paired, securely fastened to the building by means of side brackets and insulators, porcelain knobs or galvanized iron hooks wrapped with marline, and carried to the protectors, which should be placed inside the premises as close as possible to where the wire enters the building. Drip loops should be left at the point where the wires enter to prevent water from running into the building.

Grounding protectors.

Lightning protectors shall be grounded by connecting an insulated No. 16 copper wire from ground terminal of the protector to a 5/8 inch x 6 feet iron rod driven into the ground at least five feet in a location where the earth is least likely to freeze. The wire must be well soldered, or clamped by means of a proper ground clamp, to the rod. Where it is possible to attach the ground wire to a water pipe, the iron rod may be dispensed with.

Where telephones are equipped with lightning arresters, these must also be connected with the ground wire.

Telephones.

Standard Bridging Telephones and lightning protectors such as are made by reliable manufacturers, shall be used.

The maximum load on one party line circuit shall not exceed fifteen telephones.

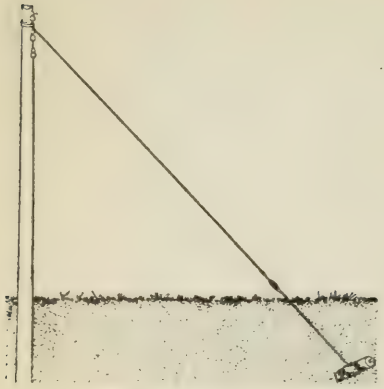
When it is necessary to carry wires over any railway under the jurisdiction of this Province, the crossing shall be constructed according to the Board's standard specification prepared in pursuance of ss. 5, sect. 56, Ontario Railway Act, 1906.

Wires crossing the C.P.R., G.T.R., C.N.R., M.C.R., and other railways under the jurisdiction of the Parliament of Canada, must be erected in accordance with specifications to be obtained from the Board of Railway Commissioners for Canada, Ottawa.

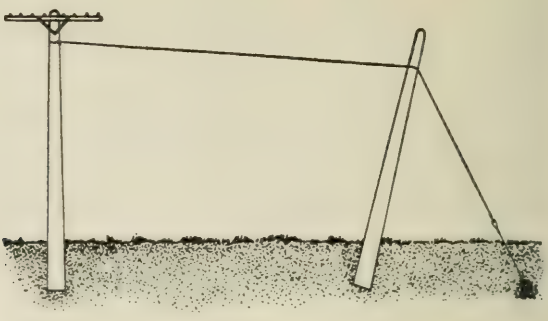
The Specifications, dated the 4th day of May, A. D. 1907, fixing the Standard Requirements of Telephone Systems to be installed under the Act respecting Local Municipal Telephone Systems, 8 Edw. VII., Cap 49, and the erection and construction of such systems and the instruments and appliances to be used in connection therewith, are hereby cancelled.

Dated this 20th day of April, A.D. 1914.

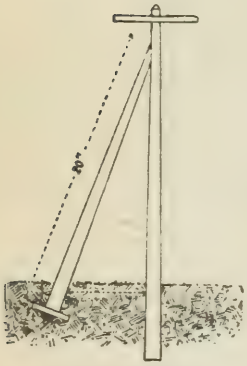
D. M. McIntyre, Chairman.
A. B. Ingram, Vice-Chairman.
H. N. Kittson, Commissioner.



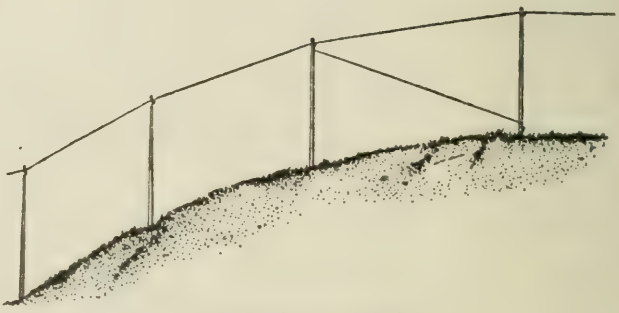
Guy and Anchor.



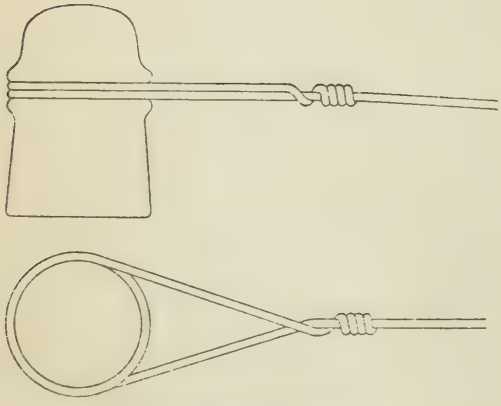
Stub Guy.



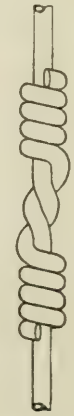
Braced Pole.



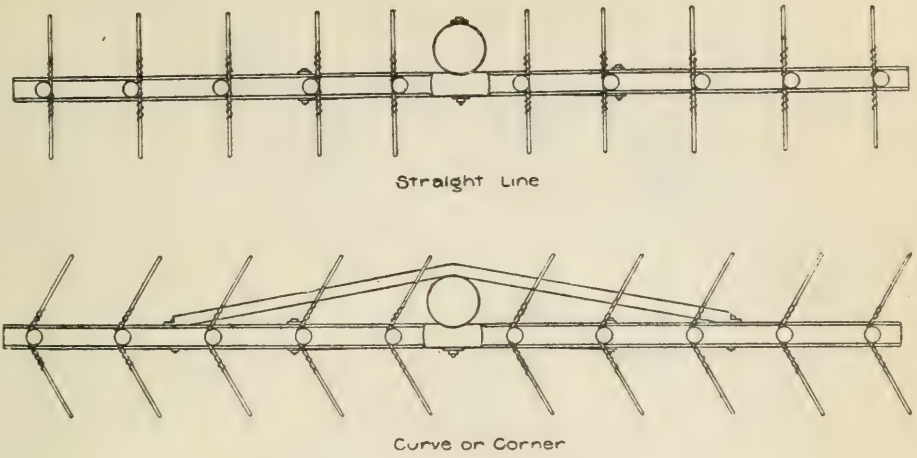
Head Guy on Hill.



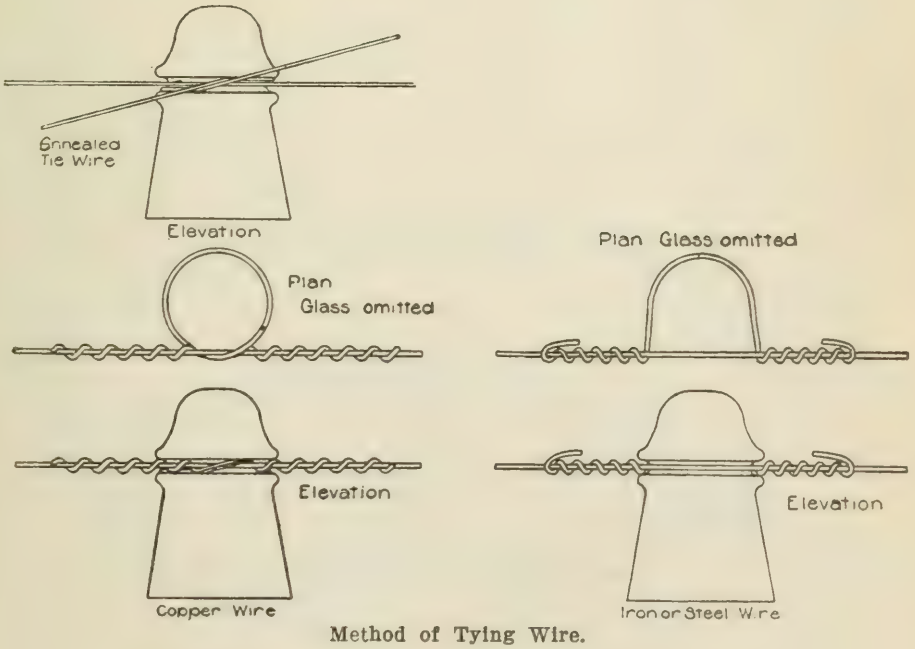
Dead Ended Wire.



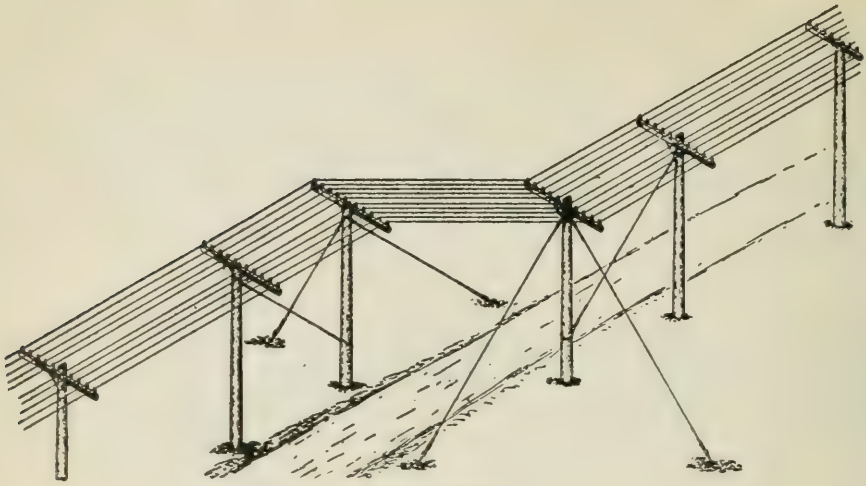
Iron Wire Splice.



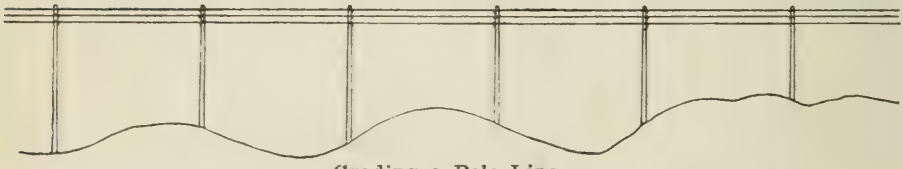
Location of Wires on Cross Arms.



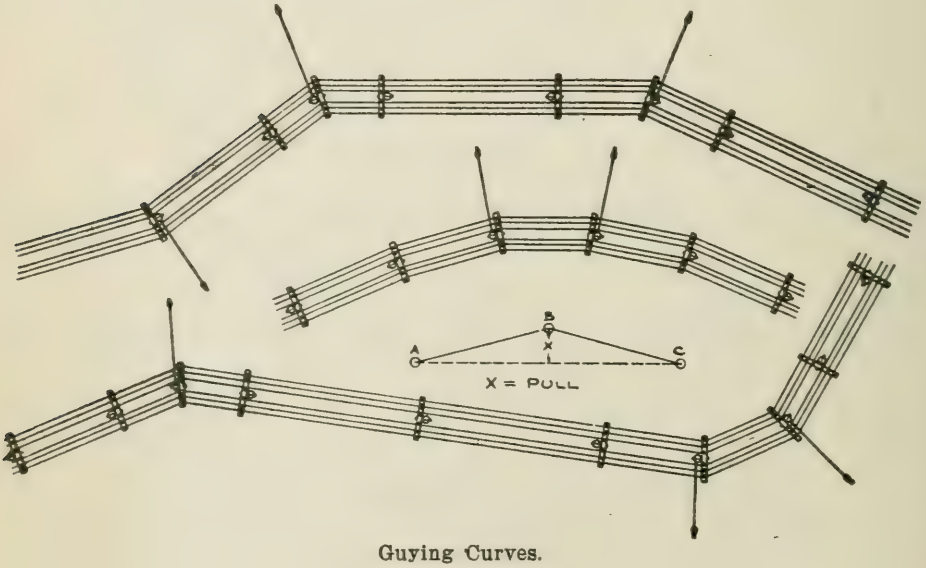
Method of Tying Wire.



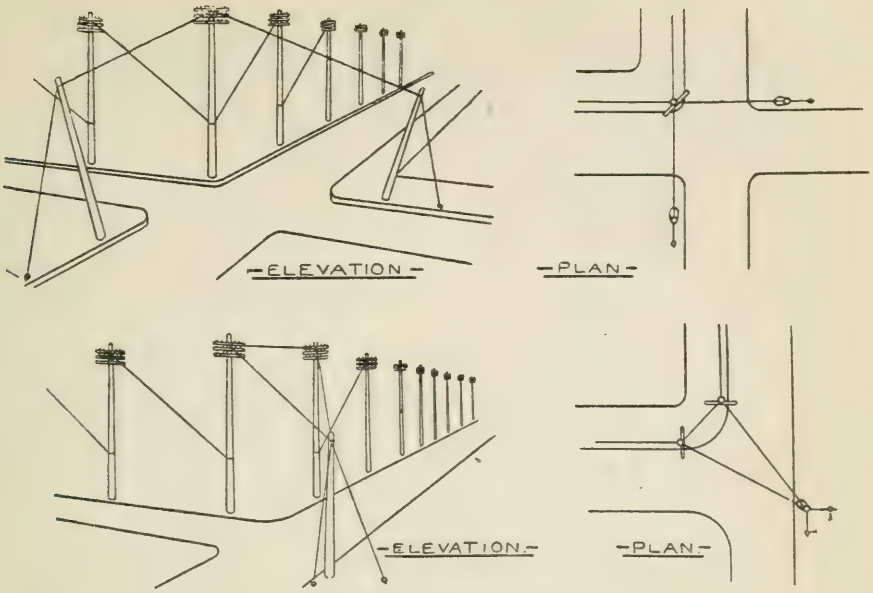
Road Crossing.



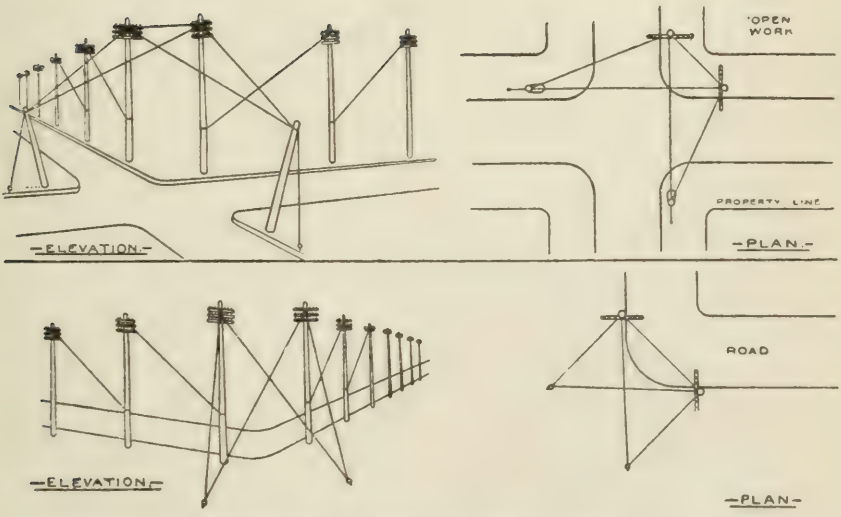
Grading a Pole Line.



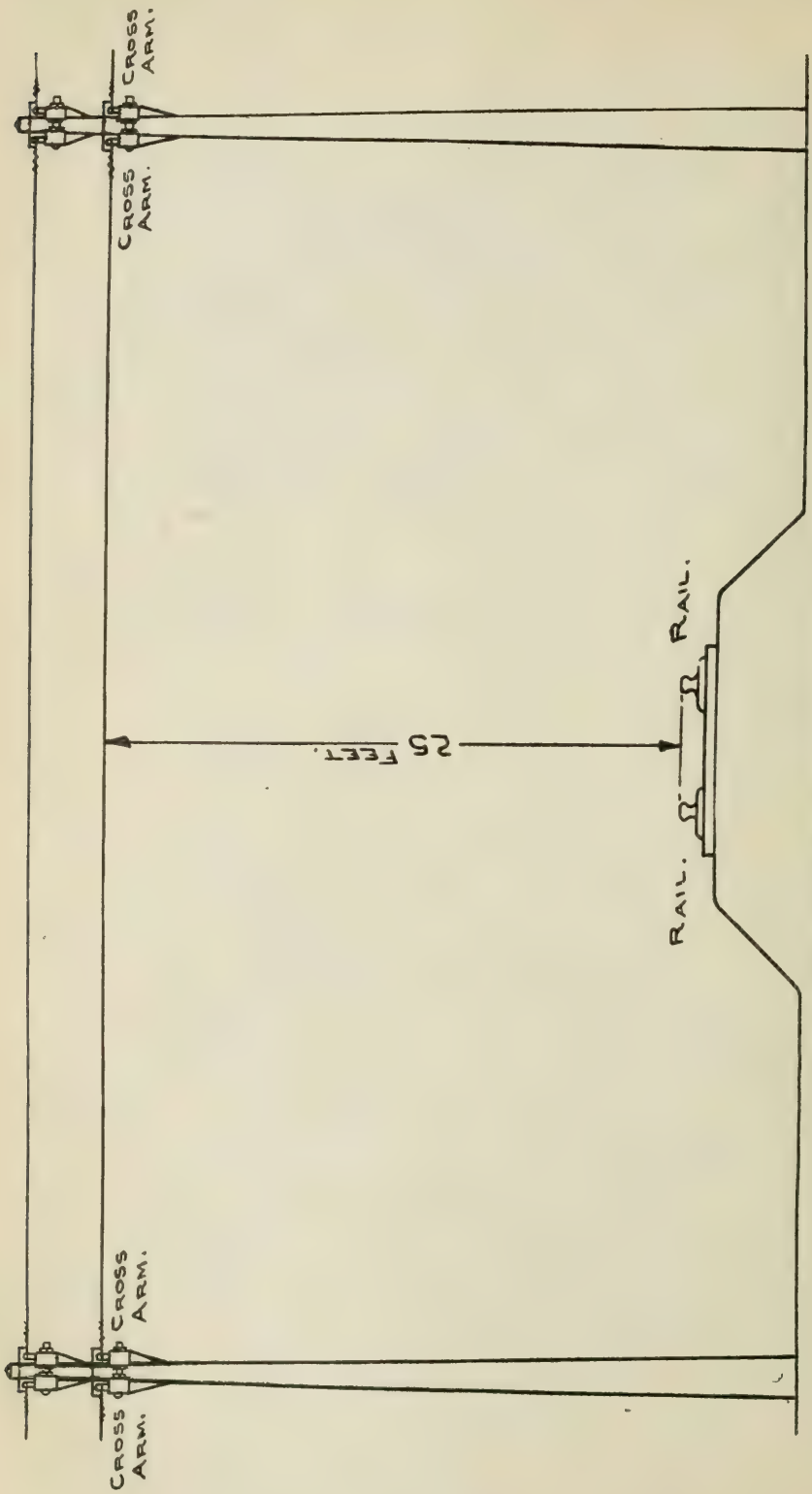
Guying Curves.



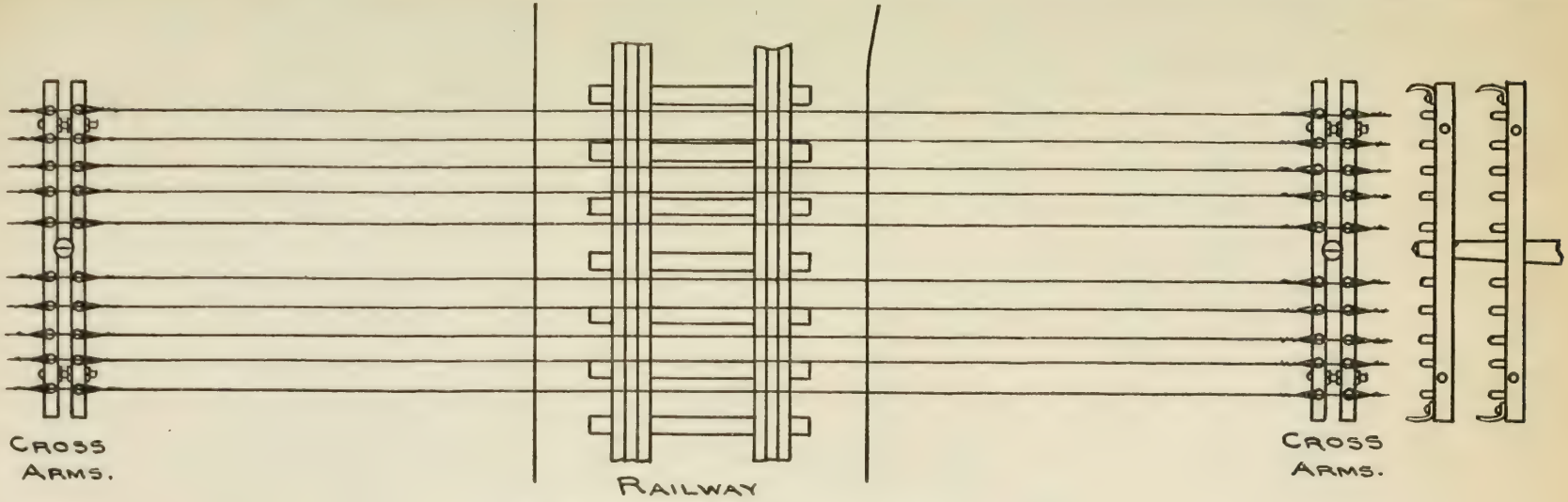
Single Pole Corners.



Double Pole Corners for Heavy Leads.



STANDARD RAILWAY OVER-CROSSING. I (*Elevation*).



STANDARD RAILWAY OVER-CROSSING. II (*Plan*).

NOTE:—

Poles must be 7 inches in diameter at the top, fitted with double crossarms and must be located not less than 12 feet from the rail of a main line or 6 feet from the rail of a siding.

The lowest wire must be at least 25 feet above the top of the rail for spans up to 145 feet; 2½ feet additional clearance must be given for each 20 feet added to the length of a span.

At least 3 feet clearance must be given to other telephone or telegraph wires.

Conductors must be No. 13 N. B. S. copper or steel copper-clad wire.

Wires must be dead-ended on each crossarm and a looped or bridle connection made across the space between the two crossarms.

An iron hook guard must be placed at the end of each crossarm.

Seven-strand No. 16 or No. 13 crucible steel guy wire must be used for guying.

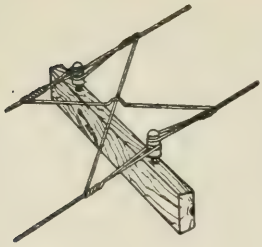


Fig. 1.

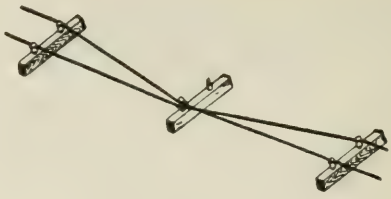


Fig. 2.

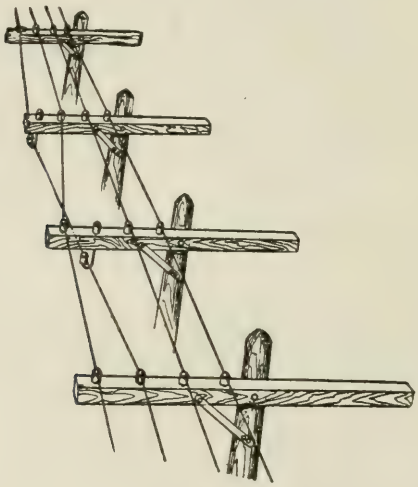


Fig. 3.

METHODS OF MAKING TRANSPOSITIONS.

Figures 1, 2 and 3 show various methods of transposing the line wires. In Figures 1 and 2 a double grooved insulator is used. The method of transposition used in Fig. 3 utilizes an ordinary insulator and a one-pin bracket, as shown in the figure. This latter plan of transposing possesses the advantage of keeping the wires at a uniform distance apart throughout the system, thereby avoiding the risks of crosses or short circuits. It can be seen that wires crossed as in Fig. 1 may easily be short circuited by a careless lineman at work or a limb falling, or even by a heavy snow or sleet storm.

Fig. 4 shows a typical method of making transpositions on ten pin cross arms. The transposition scheme for both the top arm and the second arm is shown. Where more than two arms are used, the third arm should be the same as the top arm and the fourth arm the same as the second arm. In other words, the odd numbered arms should be transposed alike and the even numbered arms should be alike. Where eight pin arms are used the transpositions may be arranged in the same manner as for ten pins, except that the circuit mounted on the first and second pin or the ninth and tenth pin is omitted. In like manner leads with smaller arms may be transposed.

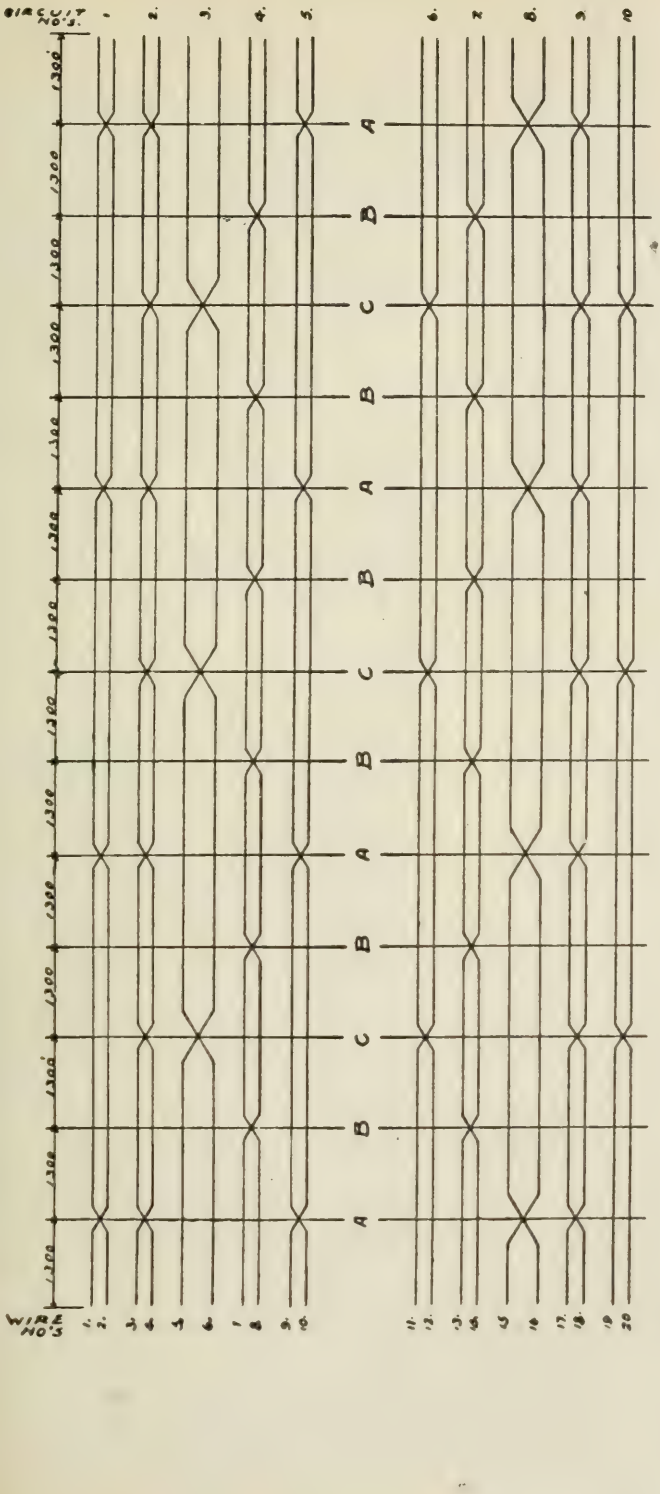

WIRE NO'S
A B C B A B C B A B C B A
DO NOT TRANSPOSE ON CORNERS THE 1ST - 3RD - 5TH - 7TH ETC ARMS ARE TRANSPOSED THE SAME
THE 4TH - 6TH & 8TH ARMS ARE TRANSPOSED THE SAME FOR 6 PIN ARMS TRANSPOSE THE SAME OMITTING
1 - 2, 9 - 10, 11 - 12, 19 - 20 ETC

Fig. 4—Typical Method of Transposing on Two Ten-pin Cross-arms.

Transposition poles, as seen by Fig. 4, should be located as follows: Measure a distance of about 1,300 feet from the first pole of the line and mark the pole nearest to the point so measured A. Measure successive distances of 1,300 feet each and mark these poles, B, C, B. A. B. C., etc. No transpositions take place at poles between these points. Transpositions (considering upper and lower arms) at the 1st, 3rd, 5th, 7th, etc., poles are the same, i.e., five transpositions are made each time. Also at the even poles the 2nd, 4th, 6th, etc., the transpositions are the same, two circuits being crossed each time. The general plan indicated in Fig. 4 may be followed for a fewer or greater number of lines with quite satisfactory results.

PUBLIC UTILITIES.

Gas Works, Municipality of Belleville.

Date of vote to establish plant, January 4, 1904.
Date plant installed or acquired. Not given.
Total assessed value of real estate municipality, $5,077,432.
Debenture debt in respect of gas plant, $64,478.60.
Number of street gas lamps, 8 arcs.
Number of feet of gas sold to general consumers, 21,054,900.
Number of service pipes in use, about 1,375.
Cost of street lamp per year, $50.00 to $58.00.
Gross price per 1,000 cubic feet lighting, $1.50.
Gross price per 1,000 cubic feet fuel, $1.50.
Schedule of discounts and minimum charges, if any: 25c. per 1,000 feet if paid on or before 15th of each month.

Gross earnings from operation:		
For lighting		
For cooking and heating		
For power		
Less discounts		
From meters	$26,427 69	
From gas stoves and engines		
From gas lamps		
Miscellaneous		
Gross earnings		$26,427 69

Income.

Gross earnings	$26,427 69	
Operating expenses.	20,406 54	
Net earnings		$6,021 15
Coke sales, $3,311.64; tar sales, $3,881.17; meter rent, $190.75		4,071 92
Deductions		
		$10,093 07
Deductions:		
Interest on funded debt	$3,012 24	
Interest on floating debt, bank interest	309 88	
Other deductions.		
		3,322 12
Total net income		$6,770 95
Principal on debentures		3,434 87
Reconstruction reserve fund..		
Surplus		$3,336 08

Manufacture:		
Salaries, manufacture		
Labor, manufacture	$3,295 43	
Labor, purification.		
Gas coal	10,418 30	
Enricher (coal gas)		
Bench fuel		
Generator fuel (hard coal)	437 93	
Oil (water gas)	574 06	
Boiler fuel		
Water	56 25	
Purification materials	296 93	
Residual expense		
Works expense	293 60	
Materials (gasolene gas)		
Materials (acetylene gas)		
Repairs, works (coal gas)	94 13	
Repairs, works (water gas)		
Repairs, works (general)	157 96	
Gas purchased	40 78	
		15,665 37
Distribution:		
Distribution, salaries, meter reading	$245 65	
Complaints and gratuitous work..		
Setting and removing meters and regulators	1,051 80	
Operating and repairing street lamps	8 00	
Gas stoves and appliances		
Jobbing		
Repairs, mains	179 41	
Repairs, services	17 45	
Repairs, meters	492 89	
a*Methylated spirits	33 30	
a*Meter inspection	191 00	
a*Gas inspection	54 00	
a*Tools, repairs	5 65	
a*Repairs, building and apparatus		
		2,279 15
General Expense:		
Salaries of officers.	$1,780 00	
Office salaries		
Office expense	289 66	

a*In case natural gas is furnished.

GAS WORKS, MUNICIPALITY OF BELLEVILLE.—*Continued.*

Registering and collecting		
b†Telephone	34 55	
General expense	63 30	
Contingent	47 75	
Canvassing	15 00	
Lubricating oil	54 69	
Insurance	135 00	
Tools	42 07	
Leaseholds, rentals, etc.		
Damages, including legal expense connected therewith		
Depreciation (in addition to actual expenditure for repairs, renewals and replacements)		
		2,462 02
Total operating expenses.		$20,406 54

b†Not to include legal expenses connected with damages.

Construction and equipment..	
Value of land occupied by plant	$1,400 00
Value of buildings	12,087 00
Value of machinery and apparatus	17,936 46
Value of street mains	17,504 88
Value of services	12,372 35
Value of meters	5,802 96
Value of street lamps and fixtures	292 00
Value of tools and appliances	324 55
Value of staple equipment	110 00
Gas stoves and appliances	203 23
Value of other assets	24,896 36
Office furniture and fixtures	200 00
Miscellaneous assets	100 00
Total assets	$93,229 79
Debenture debt	64,478 60
Overdraft	
Other indebtedness	
Total debt	$64,478 60
Amount invested in sinking fund	

GAS WORKS, MUNICIPALITY OF BERLIN.

(For 13 months ending Dec. 31st, 1913.)

Date of vote to establish plant,
Date plant acquired, February 20, 1903.
Total assessed value of real estate municipality, $7,830,650.
Debenture debt in respect of gas plant, $170,217.09.
Number of street gas lamps, none.
Number of feet of gas sold to general consumers, 45,553,200.
Number of service pipes in use, not given.
Cost of street lamp per year, none.
Gross price per 1,000 cubic feet lighting, $1.25.
Gross price per 1,000 cubic feet fuel, $1.25.
Schedule of discounts and minimum charges, if any, 25c. per 1,000 cu. ft.

Gross earnings from operation:

For power		
For cooking and heating		$57,775 59
For lighting		
Less discounts		
		$57,775 59
From meters		
From gas stoves and engines.		
From gas lamps		
Miscellaneous		
Gross earnings		

Income.

Gross earnings	$57,775 59
Operating expenses	46,086 65
Net earnings	$11,688 94
Deductions:	
Interest on funded debt	7,805 10
Interest on floating debt	
Other deductions	
Total net income	
Sinking fund	
Reconstruction reserve fund.	
Surplus	$3,883 84

Manufacture:

Salaries, manufacture	$620 66	
Labor, manufacture	5,567 42	
Labor, purification.		
Gas coal	18,391 78	
Enricher (coal gas)		
Bench fuel		
Generator fuel		
Oil (water gas)	287 45	
Boiler fuel	1,028 50	
Water		
Purification materials and labor	486 24	
Residual expense.		
Works expense	322 38	

GAS WORKS, MUNICIPALITY OF BERLIN.—*Continued.*

Materials (gasolene gas)		
Materials (acetylene gas)		
Repairs, works (coal gas)	$1,022 73	
Repairs, works (water gas)		
Repairs, works (general)		
Gas purchased		
		$27,727 16
Distribution:		
Distribution, salaries	$620 66	
Complaints and gratuitous work	324 91	
Setting and removing meters and regulators	1,520 43	
Operating and repairing street lamps		
Gas stoves and appliances		
Jobbing		
Repairs, mains	308 02	
Repairs, services		
Repairs, meters	1,051 16	
a*Operating wells		
a*Operating lines		
a*Repairs, wells		
a*Repairs, lines		
a*Repairs, building and apparatus	36 78	
		3,861 96
General Expense:		
Salaries of officers	$1,708 00	
Office salaries	1,001 40	
Office expense	466 28	
Registering and collecting		
b†Legal expense		
General expense	2,443 89	
Advertising		
Canvassing		
Uncollectible accounts	70 94	
Taxes and insurance	256 63	
Insurance		
Franchises		
Leaseholds, rentals, etc.		
Damages, including legal expense connected therewith		
Depreciation (in addition to actual expenditure for repairs, renewals and replacements)	8,550 39	
		14,497 53
Total operating expenses		$46,086 65
Construction and equipment		
Value of land occupied by plant		
Value of buildings		$3,342 22
Value of machinery and apparatus		1,017 85
Value of purifiers		1,001 50
Value of mains		27,224 50
Value of connections		3,759 50
Value of meters		3,842 85
Value of tools and appliances		
Value of staple equipment		
Value of other assets		
Total assets		$40,188 42
Less plant sold		36 34
		$40,152 08
Debenture debt		
Overdraft		
Other indebtedness		
Total debt		
Amount invested in sinking fund		

a*In case natural gas is furnished.
b†Not to include legal expenses connected with damages.

GAS WORKS, MUNICIPALITY OF DESERONTO.

Date of vote to establish plant, March 29, 1907.
Date plant installed or acquired. Acquired from the Rathbun Company.
Total assessed value of real estate municipality, $1,014,885.
Debenture debt in respect of gas plant, $20,000.
Number of street gas lamps, none.
Number of feet of gas sold to general consumers, 2,015,600.
Number of service pipes in use, 146.
Cost of street lamp per year,
Gross price per 1,000 cubic feet lighting, $1.95.
Gross price per 1,000 cubic feet fuel, $1.20.
Schedule of discounts and minimum charges, if any: 20c. per 1,000 cu. ft. if paid on or before the 20th of each month. If lighting and fuel is combined gas is sold at $1.20 per 1,000 cu. ft., with minimum of 1,400 cu. ft.; discount as above.

GAS WORKS, MUNICIPALITY OF DESERONTO.—*Continued.*

Gross earnings from operation:		
For lighting		
For cooking and heating	$2,904 99	
For power		
		$2,904 99
Less discounts		56 96
		$2,848 03
From gas stoves and engines.		
From gas lamps		
From meters		22 05
Gross earnings		$2,870 08

Income.

Gross earnings $2,870 08		
Operating expenses... 5,489 21		
Net loss		$2,619 13
Deductions:		
Interest on funded debt....		
Interest on floating debt....		
Other deductions		
Total net income		
Sinking fund		
Reconstruction reserve fund..		
Deficit		$2,619 13

Manufacture:		
Salaries, manufacture		
Labor, manufacture	$1,036 26	
Labor, purification.		
Gas coal	1,706 77	
Enricher (coal gas)		
Bench fuel	25 50	
Generator fuel		
Oil (water gas)...	1,969 04	
Boiler fuel		
Water		
Purification materials	37 50	
Residual expense...		
Works expense	189 28	
Materials (gasolene gas)		
Materials (acetylene gas)		
Repairs, works (coal gas)		
Repairs, works (water gas)		
Repairs, works (general)	381 50	
Gas purchased		
		$5,345 85

Distribution:		
Distribution, salaries		
Complaints and gratuitous work..		
Setting and removing meters and regulators		
Operating and repairing street lamps		
Gas stoves and appliances		
Jobbing		
Repairs, mains		
Repairs, services ..		
Repairs, meters ...	$109 86	
a*Operating wells ...		
a*Operating lines ...		
a*Repairs, wells		
a*Repairs, lines		
a*Repairs, building and apparatus ...		
		109 86
General Expense:		
Salaries of officers.		
Office salaries		
Office expense		
Registering and collecting		
b†Legal expense		
General expense....		
Advertising		
Canvassing		
Uncollectible accounts		
Taxes		
Insurance	33 50	
Franchises		
Leaseholds, rentals, etc.		
Damages, including legal expense connected therewith		
Depreciation (in addition to actual expenditure for repairs, renewals and replacements)		
		33 50
Total operating expenses.		$5,489 21

No details given as to construction and equipment of gas works or as to other assets and liabilities.

a*In case natural gas is furnished.
b†Not to include legal expenses connected with damages.

GAS WORKS, MUNICIPALITY OF ST. THOMAS.

Date of vote to establish plant, 2nd January, 1905.
Date plant installed or acquired, not given.
Total assessed value of real estate municipality, $9,905,317.
Debenture debt in respect of gas plant.
Number of street gas lamps, none.
Number of feet of gas sold to general consumers, 73,430,000.
Number of service pipes in use, not given.
Cost of street lamp per year, not given.
Gross price per 1,000 cubic feet lighting, $1.00 per 1,000.
Gross price per 1,000 cubic feet fuel, $1.00 per 1,000.
Schedule of discounts and minimum charges if any, 10% for prompt payment.

Gross earnings from operation =90%, less discounts.		$73,430 00
For lighting		
For cooking and heating		$66,087 00
For power		
From meters, coke sold		$15,400 00
From gas stoves and engines, tar		3,218 00
From gas lamps, ammonia		517 95
Miscellaneous, meters, 100; Int. $367.00		467 00
Gross earnings		$85,689 95

Income.

Gross earnings		$85,689 95
Operating expenses		73,880 59
Net earnings		$11,809 36
Deductions:		
Interest on funded debt		
Interest on floating debt		
Other deductions		
Total net income		
Sinking fund		
Reconstruction reserve fund		
Surplus or deficit		

Manufacture:		
Salaries, manufacture		
Labor, Manufacture		$19,140 53
Labor, purification		
		$19,140 53
Gas coal		
Enricher (coal gas)		35,805 27
Bench fuel		
Generator fuel		
Oil (water gas)		967 95
Boiler fuel		
Water		
Purification materials		
Residual expense		
Works expense		
Materials (gasolene gas)		
Materials (acetylene gas)		
Repairs, Works (coal gas)		
Repairs, Works (water gas)		
Repairs, Works (general)		
Gas purchased		
Distribution:		
Distribution, salaries		
Complaints and gratuitous work		
Setting and removing meters and regulators		
Operating and repairing street lamps		
Gas stoves and appliances.		
Jobbing		
Repairs, mains		
Repairs, services		
Repairs, meters		
a*Operating wells		
a*Operating lines		
a*Repairs, wells		
a*Repairs, lines		
a*Repairs, building and apparatus		12,381 78
General Expense:		
Salaries of officers		
Office salaries		
Office expense		
Registering and collecting		
b†Legal expense		
General expense		
Advertising		
Canvassing		
Uncollectible accounts		
Taxes		
Insurance		5,585 06
Franchises		
Leaseholds rentals, etc.		
Damages, including legal expense connected therewith		
Depreciation (in addition to actual expenditure for repairs, renewals and replacements)		
Total operating expenses.		$73,880 59

a*In case natural gas is furnished.
b†Not to include legal expenses connected with damages.

GAS WORKS, MUNICIPALITY OF ST. THOMAS.—*Continued.*

Construction and equipment..		Debenture debt	$173,432 28
Value of land occupied by plant		Overdraft	
Value of buildings		Other indebtedness	
Value of machinery and apparatus		Total debt	
Value of street mains		Amount invested in depreciation reserve	8,309 73
Value of services	$216,220 54		
Value of meters			
Value of street lamps and fixtures			
Value of tools and appliances			
Value of staple equipment..			
Value of other assets			
Total assets	$216,220 54		

GAS WORKS, MUNICIPALITY OF WATERLOO.

Date of vote to establish plant, 1904.
Date plant installed or acquired. Not given.
Total assessed value of real estate municipality,
Debenture debt in respect of gas plant, $39,248.25.
Number of street gas lamps, none.
Number of feet of gas sold to general consumers, 8,640.91.
Number of service pipes in use. Not given.
Cost of street lamp per year, none.
Gross price per 1,000 cubic feet lighting, $1.30.
Gross price per 1,000 cubic feet fuel, $1.30.
Schedule of discounts and minimum charges, if any: 10 per cent. discount for prompt payment.

Gross earnings from operation:		Sinking fund	
For lighting	$11,020 76	Reconstruction reserve fund..	
For cooking and heating		Surplus or deficit	
For power		Manufacture:	
Less discounts	$11,020 76	Salaries, manufacture	$1,069 71
From meters		Labor, manufacture	
From gas stoves and engines.		Labor, purification	
From gas lamps		Gas coal	
Miscellaneous		Enricher (coal gas)	
Gross earnings		Bench fuel	
		Generator fuel	
Income.		Oil (water gas)	2,004 42
Gross earnings	$11,020 76	Boiler fuel	2,580 21
Operating expenses	7,792 55	Water	380 30
Net earnings	$3,228 21	Purification materials	145 16
Deductions:		Residual expense	
Interest on funded debt	1,854 15	Works expense	
Interest on floating debt...		Materials (gasolene gas)...	34 31
Other deductions		Materials (acetylene gas)..	
Total net income	$1,374 06	Repairs, works (coal gas)..	
		Repairs, works (water gas).	299 93
		Repairs, works (general)...	394 42
		Gas purchased	
		Distribution:	
		Distribution, salaries	
		Complaints and gratuitous work	
		Setting and removing meters and regulators	
		Operating and repairing street lamps	
		Gas stoves and appliances.	
		Jobbing	
		Repairs, mains	20 41
		Repairs, services	49 24
		Repairs, meters	27 60
		a*Operating wells	
		a*Operating lines	
		a*Repairs, wells	
		a*Repairs, lines	
		a*Repairs, building and apparatus	
		General Expense:	
		Salaries of officers	

a*In case natural gas is furnished.

GAS WORKS, MUNICIPALITY OF WATERLOO.—*Continued.*

Office salaries		Value of land occupied by plant	$400 00
Office expense	360 00	Value of buildings	2,000 00
Registering and collecting		Value of machinery and apparatus	23,514 71
b†Legal expense		Value of street mains	15,278 75
General expense	$336 96	Value of services	4,881 30
Advertising		Value of meters	3,875 60
Canvassing		Value of street lamps and fixtures	
Uncollectible accounts		Value of tools and appliances	349 71
Taxes		Value of staple equipment	
Insurance	89 88	Value of other assets	
Franchises		Total assets	$50,300 07
Leaseholds, rentals, etc.			
Damages, including legal expense connected therewith		Debenture debt	$39,248 25
Depreciation (in addition to actual expenditure for repairs, renewals and replacements)		Overdraft	
		Other indebtedness	
Total operating expenses	$7,792 55	Total debt	
Construction and equipment		Amount invested in sinking fund	
			$50,300 07

b†Not to include legal expenses connected with damages.

WATER WORKS, MUNICIPALITY OF AMHERSTBURG.

Plant installed, 1890. Extended in 1893, 1909 and 1910.
Gravity or pumping system. Both.
Number of gallons pumped per year, 150,000,000 (estimated).
Total daily capacity of pumps, 1,600,000 gallons.
Average daily consumption, 410,969 gals.
Cost of production for 1,000 gals., .05.7.
Population of municipality, 2,650.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	$42,000 00	Total assets	$42,000 00
Debentures or bonds current, Bank overdraft, Municipal overdraft	Not given		
Total liabilities			

No sinking fund.

Gross Earnings: From sale of water By meter, By contract; From sale of meters; From permits tapping mains; From other sources	$4,300 00	Total income	$4,300 00

Less operating expenses			8,505 00
Deficiency for year			$4,205 00
Operating Expenses:			
Salaries of officers, superintendents, clerks, etc.			
Office supplies and expenses			
Insurance	$105 00		
Legal expenses and damages			
Other expenses	400 00		
Wages	1,320 00		$1,825 00
Supplies—Fuel	$2,200 00		
Pumping station supplies	200 00		
Filtration supplies	150 00		
Other supplies	1,200 00		3,750 00
For repairs and renewals	$200 00		
Interest on bonds or loans and payments on principal	2,730 00		2,930 00
Total cost of production			$8,505 00

Water Works, Municipality of Arnprior.

Plant installed, 1901, and some additional services put in each year.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 130,000,000.
Total daily capacity of pumps, 3,542,400 gallons.
Average daily consumption, 356,164 gals.
Cost of production for 1,000 gallons, .07.
Population of municipality, 4,200.

Capital Expenditure.

Reservoirs and tanks	$2,783 00
Cost of mains, hydrants and meters	44,093 77
Cost of pumping equipment	18,794 64
Cost of hydrants	
Cost of real estate and buildings	5,806 07
Other assets	15,788 46
Total assets	$93,615 94
*Debentures or bonds current as per December, 1912	$48,472 45
Bank overdraft	
Municipal overdraft	
Total liabilities	$48,472 45

Gross Earnings:

From sale of water. By contract ... By meter ...	$7,712 43	
By hydrant service	2,380 00	
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$10,092 43
Less operating expenses		9,105 65
Surplus for year		$986 78

Operating Expenses:

Salaries of officers, superintendents, clerks, etc.	$2,012 62	
Office supplies and expenses	29 50	
Insurance		
Legal expenses and damages		
Other expenses		
Wages	741 99	
		$2,784 11
Supplies—Fuel	$4,373 19	
Pumping station supplies	170 22	
Filtration supplies	10 00	
Other supplies		
		4,553 41
For repairs and renewals	$361 06	
Interest on bonds or loans, exclusive of payments on principal	1,407 07	
		1,768 13
Total cost of production		$9,105 65

*Not given in Report for 1913.

Water Works, Municipality of Aylmer.

Plant installed, 1910.
Gravity or pumping system. Gravity and pumping.
Number of gallons pumped per year, 122,250,000; 450,000 daily during summer; 100,000 daily during winter.
Total daily capacity of pumps. Not given.
Average daily consumption, 334,931 gals.
Cost of production for 1,000 gallons, .082.
Population of municipality, 2,264.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	$76,400 57
Total assets	$76,400 57
Debentures or bonds current	$58,618 86
Bank overdraft	
Municipal overdraft	
Total liabilities	$58,618 86

No sinking fund.

Gross Earnings:

From sale of water By meter	$5,643 23	
By contract		
From sale of meters		
From permits tapping mains		
From other sources	50 89	
Total income		$5,694 12
Less operating expenses		10,041 73
Deficiency for year		$4,347 61

Operating Expenses:

Salaries of officers, superintendents, clerks, etc.	
Office supplies and expenses	
Insurance	

WATER WORKS, MUNICIPALITY OF AYLMER.—*Continued.*

Legal expenses and damages			For repairs and renewals and new installation	$1,933 51	
Other expenses	$1,048 72		Interest on bonds or loans and debenture redemption	5,477 29	
Wages	948 79				7,410 80
		$1,997 51	Total cost of production		$10,041 73
Supplies—Fuel	$633 42				
Pumping station supplies					
Filtration supplies.					
Other supplies					
		633 42			

WATER WORKS, MUNICIPALITY OF BEAMSVILLE.

Plant installed, 1895. Extension 1905, 1907-8.
Gravity or pumping system. Gravity.
Number of gallons pumped per year,
Total daily capacity of pumps,
Average daily consumption,
Cost of production for 1,000 gallons,
Population of municipality, 1,040.

Capital Expenditure.

Reservoirs	$9,000 00
Cost of mains	8,000 00
Cost of service pipes	2,000 00
Cost of hydrants	700 00
Cost of real estate and buildings	500 00
Other assets	
Total assets	$20,200 00
Debentures or bonds current	$13,378 24
Interest	397 50
Municipal overdraft	
Total liabilities	$13,775 74

No sinking fund.

Gross Earnings:		
From sale of water		
By meter	$682 17	
By contract		
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$682 17
Less operating expenses		1,105 18
Deficiency for year		$423 01

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.		
Office supplies and expenses.		
Insurance		
Legal expenses and damages		
Other expenses		
Wages—Not kept separately; two men hired to work generally for village		
Supplies—Fuel		
Pumping station supplies..		
Filtration supplies		
Other supplies		
For repairs and renewals	$503 16	
*Interest on bonds or loans, 4½ per cent. on $13,378.24	602 02	
		$1,105 18
Total cost of production..		$1,105 18

*Estimated. No figures given in Report.

WATER WORKS, MUNICIPALITY OF BERLIN.

Plant installed, 1888.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 379,565,000.
Total daily capacity of pumps, 2,000,000 gallons.
Average daily consumption, 1,040,000 gallons.
Cost of production for 1,000 gals., .05.7.
Population of municipality, 18,338.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		$367,559 22
Cost of hydrants		
Cost of real estate and buildings		
Other assets		9,756 88
Total assets		$377 316 10

WATER WORKS, MUNICIPALITY OF BERLIN.—*Continued.*

Debentures or bonds current		$176,043 69
Bank overdraft		
Depreciation		45,257 00
Total liabilities		$221,300 69
Gross Earnings:		
From sale of water		
By meter	$26,601 29	
By contract	2,281 15	
From hydrants	4,700 00	
From permits tapping mains	2,883 28	
From other sources		
Total income		$36,465 72
Less operating expenses		21,669 33
Surplus for year		$14,796 39

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	$3,054 84	
Office supplies and expenses	876 22	
Insurance	10 00	
Legal expenses and damages	98 30	
Other expenses	238 98	
Wages	2,510 00	
		$6,788 34
Supplies—Fuel	$6,638 22	
Pumping station supplies	432 08	
		7,070 30
Filtration supplies		511 29
Other supplies		
For repairs and renewals		1,983 96
Interest on bonds or loans		5,315 44
Total cost of production		$21,669 33

WATER WORKS, MUNICIPALITY OF BRACEBRIDGE.

Plant installed, 1895. Extensions in 1896, 1899, 1907, 1912.
Gravity or pumping system. Gravity to reservoir, thence pumping.
Number of gallons pumped per year, 36,000,000.
Total daily capacity of pumps, 2,102,400 gallons.
Average daily consumption, 98,629 gals.
Cost of producton for 1,000 gallons, .13.2.
Population of municipality, 3,000.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		
Cost of hydrants		
Cost of real estate and buildings		
		$60,000 00
Other assets		1,690 98
Total assets		$61,690 98
Debentures or bonds current		$41,429 97
Bank overdraft		
Municipal overdraft		
Other liabilities		824 00
Total liabilities		$42,253 97

No sinking fund.

Gross Earnings:		
From sale of water		
By meter	$4,479 13	
By contract		
From sale of meters		
From permits tapping mains		
From other sources	1,306 00	
		5,785 13
Total income		$5,785 13
Less operating expenses		4,756 01
Surplus for year		$1,029 12

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	$739 25	
Office supplies and expenses	54 00	
Insurance	59 50	
Legal expenses and damages		
Other expenses	422 25	
Wages		
		$1,275 00
Supplies—Fuel	$23 40	
Pumping station supplies		
Filtration supplies		
Other supplies	34 62	
		58 02
For repairs and renewals, including wages	$1,243 68	
Interest on bonds or loans	2,179 31	
		3,422 99
Total cost of production		$4,756 01

WATER WORKS, MUNICIPALITY OF BRAMPTON.

Plant installed, 1881. Extension in 1883, 1885, 1888, 1812 and 1913.
Gravity or pumping system. Pumping into reservoir.
Number of gallons pumped per year, 86,021,000.
Total daily capacity of pumps. Not given.
Average daily consumption, 235,674.
Cost of production for 1,000 gallons, .11.5.
Population of municipality, 3,578.

Capital Expenditure.

Reservoirs		
Cost of mains and hydrants		
Cost of service pipes		
Cost of hydrants		$152,297 61
Cost of real estate and buildings		
Other assets		
Total assets		$152,297 61
Debentures or bonds current..		$45,035 04
Bank overdraft		
Municipal overdraft		
Total liabilities		$45,035 04

No sinking fund.

Gross earnings:		
From sale of water		
By meter and flat rate $6,502 54		
By contract 223 42		
From rent of meters 415 25		
From town accounts 4,910 11		
From permits tapping mains		
From other sources. 1,913 71		
		$13,967 03
Total income		$13,967 03
Less operating expenses		$9,931 64
Gross surplus for year		$4,033 39

Capital expenditure for extensions, etc.	$19,491 08	
Income from sale of debentures	15,899 41	
		3,591 67
Net surplus		$441 62
Less overdraft, 1912		380 68
Balance		$61 04

Operating expenses:		
Salaries of officers, superintendents, clerks, etc. $1,229 20		
Office supplies and expenses	295 03	
Insurance	12 75	
Legal expenses and damages	161 75	
Other expenses ...	638 09	
Rebate	1 00	
		$2,337 82
Supplies—fuel $1,616 01		
Pumping station supplies		
Filtration supplies.		
Other supplies ...$1,145 82		
		2,761 83
For repairs and renewals	$680 75	
Interest on bonds, $2,854.58; interest on loans, $331.70; paid on principal, $964.96	4,151 24	
		4,831 99
Total cost of production..		$9,931 64

WATER WORKS, MUNICIPALITY OF BRANTFORD.

Plant installed, 1888-1889. Extensions made annually since.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 1,381,378,655.
Total daily capacity of pumps, 10,000,000.
Average daily consumption, 3,784,599.
Cost of production for 1,000 gallons .04.6.
Population of municipality, 26,500.

Capital Expenditure.

Reservoirs		
Cost of mains		548,518 63
Cost of service pipes		
Cost of hydrants		
Cost of real estate and buildings		65,105 00
Other assets		17,150 95
Total assets		$630,774 58

WATER WORKS, MUNICIPALITY OF BRANTFORD.—*Continued.*

Debentures or bonds current		$570,733 09
Reserve for replacement		44,000 00
Due city balance of earnings		16,041 49
Total liabilities		$630,774 58
Less sinking fund		215,518 06
Net liabilities		$415,256 52
Gross earnings:		
From sale of water: By meter / By contract	$78,092 46	
From sale of meters		
From permits tapping mains	465 63	
From other sources	659 00	
	79,217 09	
Total income		$79,217 09
Less operating expenses		$63,372 63
Surplus for year		$15,844 46

Operating expenses:		
Salaries of officers, superintendents, clerks, etc.	$8,331 60	
Office supplies and expenses		
Insurance	480 45	
Taxes	829 29	
Legal expenses and damages		
Other expenses	1,953 90	
Interest and rentals	267 85	
		$11,863 09
Supplies—Fuel	$7,136 01	
Oil packing and waste	224 73	
Pumping station supplies		
Filtration supplies		
Other supplies		
		7,360 74
For repairs and renewals	$7,388 85	
Interest on bonds or loans	21,348 75	
Discount on debentures sold	$3,375 00	
Sinking fund deposited and installments paid	12,036 20	
		44,148 80
Total cost of production		$63,372 63

WATER WORKS, MUNICIPALITY OF BRIDGEBURG.

Plant installed, 1903.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. No record. 262,800,000.
Total daily capacity of pumps. Not given.
Average daily consumption, 720,000 gals.
Cost of production for 1,000 gallons, .02.3.
Population of municipality, 2,019.

Capital Expenditure.

Reservoirs	
Cost of mains	$15,000 00
Cost of service pipes	8,880 00
Cost of hydrants	1,500 00
Cost of real estate and buildings	6,000 00
Other assets	22,516 00
Total assets	$53,896 00
Debentures or bonds current	$30,977 80
Bank overdraft	
Municipal overdraft	
Total liabilities	$30,977 80.

No sinking fund.

Gross earnings:		
From sale of water		
By meter		
By contract	1,500 00	
From sale of meters		
From permits tapping mains		
From other sources	4,680 36	
Total income		$6,180 36
Less operating expenses		6,442 71
Deficiency for year		$262 35

Operating expenses:		
Salaries of officers, superintendents, clerks, etc.	$150 00	
Office supplies and expenses	50 00	
Insurance		
Legal expenses and damages		
Other expenses		
Wages	1,200 00	
		$1,400 00
Supplies—fuel	$800 00	
Pumping station supplies	850 00	
Filtration supplies.		
		1,650 00
Other supplies		1,079 51
For repairs and renewals		
Interest on bonds or loans, and principal		2,313 20
Total cost of production		$6,442 71

Water Works, Municipality of Collingwood.

Plant installed, 1889. Extensions made in 1890, 1900, 1901, 1902, 1907, 1910, 1911 and 1913.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 302,708,000.
Total daily capacity of pumps, 2,500,000.
Average daily consumption, 829,315.
Cost of production for 1,000 gallons, .05.8.
Population of municipality, 7,500.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		
Cost of hydrants	$89,238 15	
Cost of real estate and buildings		
Other assets		
Total assets		$89,238 15
Debentures or bonds current	$38,662 45	
Bank overdraft		
Municipal overdraft		
Total liabilities	$38,662 45	
Less sinking fund	13,631 89	
		$25,030 56

Gross earnings:		
From sale of water		
By meter	$14,765 61	
By contract		
From sale of meters		
From permits tapping mains		
From other sources	500 00	
		15,265 61
Total income		$15,265 61
Less operating expenses		$17,610 86
Deficiency for year		$2,345 25

Operating expenses:		
Salaries of officers, superintendents, clerks, etc.	$775 00	
Office supplies and expenses	485 00	
Insurance	160 25	
Legal expenses and damages		
Other expenses		
Wages	3,132 35	
		$4,552 60
Supplies—fuel	$5,352 38	
Pumping station supplies	153 91	
Filtration supplies		
Other supplies	260 35	
		5,766 64
For repairs and renewals	$852 62	
Interest on bonds or loans and debentures paid	6,439 00	
		7,291 62
Total cost of production		$17,610 86

Water Works, Municipality of Cornwall.

Plant installed, 1887. Extensions in 1908, 1912 and 1913.
Gravity or pumping system. Pumping.
Number, of gallons pumped per year 550,000,000.
Total daily capaciay of pumps, 4,000,000.
Average daily consumption, 1,506,849.
Cost of production for 1,000 gallons, .01.7.
Population of municipality, 6,500.

Gross earnings:		
From sale of water		
By meter		
By contract		
From sale of meters	$16,710 34	
From permits tapping mains		
From other sources		
Total income		$16,710 34
Less operating expenses		9,058 39
Surplus for year		$7,651 95

Operating expenses		
Salaries of officers, superintendents, clerks, etc.	$2,320 00	
Office supplies and expenses	40 00	
Insurance	80 00	
Legal expenses and damages		
Other expenses	443 63	
Wages	675 87	
		3,559 50
Supplies—fuel	$750 00	
Pumping station supplies	150 00	
Filtration supplies		
Other supplies	73 38	
		973 38
For repairs and renewals	$1,213 50	
Interest on bonds or loans	3,312 01	
		4,525 51
Total cost of production.		$9,058 39

WATER WORKS, MUNICIPALITY OF CORNWALL.—*Continued.*

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		
Cost of hydrants	$167,361 00	
Cost of real estate and buildings		
Other assets		
Total assets		$167,361 00

Debentures or bonds current	117,434 91
Bank overdraft	
Municipal overdraft	
Total liabilities	$117,434 91

No sinking fund.

WATER WORKS, MUNICIPALITY OF CREEMORE.

Plant installed, 1905. Extensions made in 1910, 1912, 1913.
Gravity or pumping system. Gravity.
Number of gallons pumped per year,
Total daily capacity of pumps,
Average daily consumption,
Cost of production for 1,000 gallons,
Population of municipality, 600.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		
Cost of hydrants	$23,360 00	
Cost of real estate and buildings		
Other assets		
Total assets		$23,360 00

Debentures or bonds current	$26,487 20
Bank overdraft	
Municipal overdraft	
Total liabilities	$26,487 20

No sinking fund.

Gross Earnings:		
From sale of water		
By meter		750 00
By contract		
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$750 00
Less operating expenses		75 00
Surplus for year		$675 00

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.		
Office supplies and expenses		
Insurance		
Legal expenses and damage		
Other expenses		
Wages		$75 00
		$75 00
Supplies—Fuel		
Pumping station supplies		
Filtration supplies		
Other supplies		
For repairs and renewals		
Interest on bonds or loans		
Total cost of production		$75 00

WATER WORKS, MUNICIPALITY OF DESERONTO.

Plant installed, 1906.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. Not given.
Total daily capacity of pumps, 300,000 gallons.
Average daily consumption. No data.
Cost of production for 1,000 gallons. No data.
Population of municipality, 2,329.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		
Cost of hydrants	$38,000 00	
Cost of real estate and buildings		
Other assets		
Total assets		$38,000 00

WATER WORKS, MUNICIPALITY OF DESERONTO.—*Continued.*

Debentures or bonds current.	$20,200 00	
Bank overdraft		
Municipal overdraft		
Total liabilities	$20,200 00	
No sinking fund.		
Gross Earnings:		
From sale of water	$2,259 93	
By meter		
By contract		
From sale of meters		
From permits tapping mains		
From other sources	3,100 00	
		5,359 93
Total income		$5,359 93
Less operating expenses		5,557 60
Deficiency for year		$197 67
Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.		
Office supplies and expenses		
Insurance	$73 50	
Legal expenses and damages		
Other expenses	2,007 34	
Wages	941 27	
		3,022 11
Supplies—Fuel		
Pumping station supplies	$658 23	
Filtration supplies.		
Other supplies	212 71	
		870 94
For repairs and renewals	$21 10	
Interest on bonds or loans	1,643 45	
		1,664 55
Total cost of production.		$5,557 60

WATER WORKS, MUNICIPALITY OF DUNDAS.

Plant installed, 1884. Extensions in 1891, 1906, and every year since and including 1908.
Gravity or pumping system. Gravity.
Number of gallons pumped per year,
Total daily capacity of pumps,
Average daily consumption,
Cost of production for 1,000 gallons,
Population of municipality, 4,604.

Capital Expenditure.

Reservoirs		$5,485 00
Cost of mains		54,261 04
Cost of pumping equipment..		710 06
Cost of conduits		9,025 71
Cost of filters and filtration beds		3,290 70
Cost of hydrants and meters.		4,169 02
Cost of real estate and buildings		8,885 77
Other assets		6,149 78
Total assets		$91,977 08
Debentures or bonds current.		34,234 83
Bank overdraft		
Municipal overdraft		18,397 17
Other liabilities		4,373 57
Total liabilities		$57,005 57
Less sinking fund		1,882 71
Net liability		$55,122 86
Gross Earnings:		
From sale of water		
By meter	$2,895 84	
By contract	1,046 00	
From sale of meters		
From permits tapping mains		
From other sources	447 35	
		4,389 19
Total income		$4,389 19
Less operating expenses.....		6,239 89
Deficiency for year		$1,850 70
Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	$830 17	
Office supplies and expenses	91 38	
Insurance	32 90	
Legal expenses and damages		
Other expenses	349 75	
Wages	429 01	
		1,733 21
Supplies—Fuel	$805 84	
Pumping station supplies	1,285 95	
Filtration supplies		
Other supplies ..	30 70	
		2,122 49
For repairs and renewals	$545 26	
Interest on bonds or loans	1,838 93	
Total cost of production..		2,384 19
		$6,239 89

MUNICIPALITY OF FENELON FALLS.

Municipality of Fenelon Falls has no water works plant.

Water Works, Municipality of Fort Frances.

Plant installed, 1907-8. Extensions 1909, 1911 and 1912.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 50,000,000.
Total daily capacity of pumps. Not given.
Average daily consumption, 136,986 gals.
Cost of production for 1,000 gallons, .10.5.
Population of municipality, 3,000.

Capital Expenditure.

Reservoirs	$8,576 13
Cost of mains	51,359 51
Cost of service pipes	9,756 69
Cost of hydrants	3,872 83
Cost of real estate and buildings	8,524 21
Other assets	8,578 97
Total assets	$90,668 34
Debentures or bonds current	$58,376 68
Bank overdraft	
Municipal overdraft	
Total liabilities	$58,376 68

No sinking fund.

Gross Earnings:

From sale of water		
By meter	$6,368 62	
By contract		
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$6,368 62
Less operating expenses		5,251 07
Surplus for year		$1,117 55

Operating Expenses:

Salaries of officers, superintendents, clerks, etc.	$940 00	
Office supplies and expenses	29 66	
Insurance		
Legal expenses and damages		
Other expenses		
Wages	419 11	
		$1,388 77
Supplies—Fuel		
Pumping station supplies		
Other supplies	$381 50	
		381 50
For repairs and renewals	$403 55	
Interest on bonds or loans	3,077 25	
		3,480 80
Total cost of production		$5,251 07

Water Works, Municipality of Fort William.

Plant installed, 1898. Duplicate lines installed 1912.
Gravity or pumping system. Gravity system installed 1906-9.
Number of gallons pumped per year, 1,186,000,000.
Total daily capacity of pumps,
Average daily consumption, 3,249,342 gallons.
Cost of production for 1,000 gals., .08.2.
Population of municipality, 25,000.

Capital Expenditure.

Reservoirs	
Cost of mains	
Cost of service pipes	
Cost of hydrants	$1,144,198 93
Cost of real estate and buildings	
Other assets	
Total assets	$1,144,198 93
Debentures or bonds current	967,368 06
Bank overdraft	65,000 00
Municipal overdraft	111,830 87
Total liabilities	$1,144,198 93
Less sinking fund	120,253 07
Net liability	$1,023,945 86

Gross Earnings:

From sale of water		
By meter		
By contract (less discounts)		$70,991 42
From sale of meters		
From municipality		17,425 00
From other sources		10,977 05
Total income		$99,393 47
Less operating expenses, including interest and sinking fund		97,571 97
Surplus for year		$1,821 50

Operating Expenses:

Controllable—		
Installation	$6,503 82	

WATER WORKS, MUNICIPALITY OF FORT WILLIAM.—*Continued.*

Hydrants	4,711 26		Uncontrollable—		
Line maintenance	8,493 39		Bank interest	$4,077 79	
Supply mains	1,203 71		Interest and sinking fund	$63,146 97	
Flushing mains	595 61		Less accrued interest on debentures sold	1,563 20	
Pressure mains	912 99			61,583 77	
Stand pipes	460 00				65,661 56
Temporary mains	50 24				$97,571 97
Meters	332 92		Salaries of officers, superintendents, clerks, etc.		
Trouble work	157 50		Office supplies and expenses		
Reservoir	2,085 84		Insurance		
Tunnel and forebay	262 31		Legal expenses and damages		
Intake pipe	374 25		Other expenses		
River crossing	442 88		Wages		
Carp River gauge	19 25		Supplies—Fuel		
Loch Lomond road	348 04		Pumping station supplies		
Inspection	500 20		Filtration supplies		
Superintendent	1,320 70		Other supplies		
Administration	302 83		For repairs and renewals		
Accounting, office supplies, etc.	2,075 57		Interest on bonds or loans		65,661 56
Station watchman	190 58				$97,571 97
Miscellaneous	$671 52				
Less sundry collections	105 00				
	566 52				
		$31,910 41			

WATER WORKS, MUNICIPALITY OF GALT.

Plant installed, 1891. Extensions from 1892 to 1913 inclusive.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 375,751,038.
Total daily capacity of pumps, 2,250,000.
Average daily consumption, 1,029,455.
Cost of production for 1,000 gallons, .05.
Population of municipality, 11,932.

Capital Expenditure.

Reservoirs	$10,000 00	
Cost of mains	248,856 35	
Cost of service pipes		
Cost of hydrants	15,195 36	
Cost of real estate and buildings	15,354 00	
Other assets	11,362 54	
Total assets		$300,768 25
Debentures or bonds current	261,091 06	
Bank overdraft	10,863 82	
Municipal overdraft		
Total liabilities		$271,954 88
Less sinking fund	112,449 18	
Net liability		$159,505 70

Gross earnings:			
From sale of water			
By meter and flat rate	$20,431 40		
By contract			
From sale of meters			
From permits tapping mains, Galt fire protection	7,500 00		
From other sources	266 02		
		28,197 42	
Total income			28,197 42
Less operating expenses			19,079 55
Surplus for year			$9,117 87
Operating expenses:			
Salaries of officers, superintendents, clerks, etc.	$3,427 24		
Office supplies and expenses	372 06		
Insurance	52 00		
Legal expenses and damages			

WATER WORKS, MUNICIPALITY OF GALT.—*Continued.*

Refunds	30 97	
Wages	1,937 01	
		5,819 28
Supplies—fuel	$4,083 44	
Pumping station supplies	1,711 83	
Filtration supplies		
Other supplies		
		5,795 27
For repairs and renewals		
Interest on bonds or loans	$7,465 00	
		7,465 00
Total cost of production		19,079 55

WATER WORKS, MUNICIPALITY OF GRAVENHURST.

Plant installed, 1909. Extensions in 1911 and 1913.
Gravity or pumping system. Gravity (pumping for fire).
Number of gallons pumped per year, 29,770,000.
Total daily capacity of pumps, 1,872,000.
Average daily consumption, 81,561.
Cost of production for 1,000 gallons, .07.7.
Population of municipality, 2,000.

Capital Expenditure.

Reservoirs, tanks and pumping equipment	$8,500 00
Cost of mains	15,250 00
Cost of conduits	1,948 38
Cost of hydrants and meters	1,295 00
Cost of real estate and buildings	1,250 00
Other assets, intake pipe	754 00
Total assets	$28,997 38
Debentures or bonds current	26,664 52
Bank overdraft	
Municipal overdraft	
Total liabilities	$26,664 52
Less value of sinking fund	2,335 48
Net liability	$24,329 04

Gross earnings:		
From sale of water		
By meter		
By contract	$2,380 94	
From sale of meters		
From permits tapping mains		
From other sources	222 89	
		2,603 83
Total income		$2,603 83
Less operating expenses		2,309 66
Surplus for year		$294 17

Operating expenses:		
Salaries of officers, superintendents, clerks, etc.	$150 00	
Office supplies and expenses	28 00	
Insurance		
Legal expenses and damages		
Other expenses		
Wages	100 11	
		278 11
Supplies—Fuel and electric energy	$266 00	
Pumping station supplies	55 00	
Filtration supplies		
Other supplies		
		321 00
For repairs and renewals	$280 55	
Interest on bonds or loans	1,430 00	
		1,710 55
Total cost of production		2,309 66

WATER WORKS, MUNICIPALITY OF GUELPH.

Plant installed, 1879-1880. Extensions in 1889, 1905, and every year since 1908 to 1912, both inclusive.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 722,516,700.
Total daily capacity of pumps, 6,500,000.
Average daily consumption, 1,979,498.
Cost of production for 1,000 gallons, .01.7.
Population of municipality, 16,319.

Capital Expenditure.

Reservoirs	
Cost of mains	
Cost of service pipes	
Cost of hydrants	$379,593 97
Cost of real estate and buildings	
Other assets	
Total assets	$379,593 97

WATER WORKS, MUNICIPALITY OF GUELPH.—*Continued.*

Debentures or bonds current		
Bank overdraft		
Municipal overdraft		
Total liabilities		
Gross earnings:		
From sale of water	$6,679 31	
By meter	719 20	
By contract	28,475 59	
From sale of meters		
From permits tapping mains		
From other sources	450 79	
		$36,324 89
Total income		$36,324 89
Less operating expenses		12,552 08
Surplus for year		$23,772 81

Operating expenses		
Salaries of officers, superintendents, clerks, etc.	$1,310 76	
Office supplies and expenses	305 94	
Insurance	76 25	
Legal expenses and damages	618 79	
Other expenses	57 30	
Wages	1,872 00	
		$4,241 04
Supplies—Fuel	$5,489 94	
Pumping station supplies	764 13	
Filtration supplies		
Other supplies		
		6,254 07
For repairs and renewals	$2,056 97	
Interest on bonds or loans		
		2,056 97
Total cost of production		$12,552 08

WATER WORKS, MUNICIPALITY OF HAMILTON.

Plant installed, 1857. Extensions 1887, 1891, 1900 and 1910.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 3,661,893,333.
Total daily capacity of pumps, 39,000,000.
Average daily consumption, 10,032,858.
Cost of production for 1,000 gallons, .06.2.
Population of municipality, 100,800.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		
Cost of hydrants		$3,887,412 77
Cost of real estate and buildings		
Other assets		
Total assets		$3,887,412 77
Debentures or bonds current		2,402,478 17
Bank overdraft		
Municipal ovedraft		
Total liabilities		$2,402,478 17
Less sinking fund		$274,419 51
Net liability		$2,228,058 66
Gross earnings:		
From sale of water		
By meter		
By contract		$306,505 67
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$306,505 67

Less operating expenses		$228,393 59
Surplus for year		$78,112 08
Operating expenses		
Salaries of officers, superintendents, clerks, etc.	$6,033 39	
Office supplies and expenses	900 00	
Insurance	399 75	
Legal expenses & damages		
Other expenses	3,587 36	
Wages	22,203 99	
		33,124 49
Supplies—Fuel and power	$24,995 69	
Pumping station supplies	2,561 52	
Filtration supplies	85 50	
Other supplies	67 87	
		27,710 58
For repairs and renewals	$22,715 25	
Interest on bonds or loans	144,843 27	
		167,558 52
Total cost of production		$228,393 59

WATER WORKS, MUNICIPALITY OF HAWKESBURY.

Plant installed, 1904. Extension made in 1912.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 182,500,000.
Total daily capacity of pumps, 1,000,000 gallons.
Average daily consumption, 500,000 gals.
Cost of production for 1,000 gallons, .04.9.
Population of municipality, 4,640.

Capital Expenditure.

Reservoirs	
Cost of mains	
Cost of service pipes.....	$45,000 00
Cost of hydrants	95,000 00
Cost of real estate and buildings	7,000 00
Other assets	1,000 00
Total assets	$148,000 00
Debentures or bonds current.	$115,660 00
Bank overdraft	
Municipal overdraft	
Total liabilities	$115,660 00

No sinking fund.

Gross Earnings:		
From sale of water		
By meter		
By contract		
From sale of meters.....		$5,586 82
From permits tapping mains		
From other sources		
Total income		$5,586 82
Less operating expenses		8,937 59
Deficiency for year		$3,350 77

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	$2,500 00	
Office supplies and expenses	20 00	
Insurance		
Legal expenses and damages		
Other expenses		
Wages	110 69	
		$2,630 69
Supplies—Fuel	$1,304 64	
Pumping station supplies	167 90	
Filtration supplies..	207 96	
Other supplies		
		1,680 50
For repairs and renewals		
*Interest on bonds or loans, $115,660 at 4 per cent.....	$4,626 40	
		4,626 40
Total cost of production.		$8,937 59

*Estimated. No figures given in Report.

WATER WORKS, MUNICIPALITY OF KENORA.

Plant installed. Not given.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. Not given.
Total daily capacity of pumps, 6,066,000 gallons.
Average daily consumption. No data.
Cost of production for 1,000 gallons. No data.
Population of municipality, 6,000.

Capital Expenditure.

Reservoirs	$8,000 00
Cost of mains	93,705 16
Cost of service pipes	84,056 88
Cost of hydrants ..	5,200 00
Cost of real estate and buildings ...	32,491 87
Other assets	6,826 69
Total assets	$230,280 60
Debentures or bonds current	$150,671 56
Bank overdraft	
Municipal overdraft	
Total liabilities	$150,671 56

No sinking fund.

Gross Earnings:		
From sale of water		
By meter		
By contract		
From sale of meters.....		$22,195 24
From permits tapping mains		
From other sources		
Total income		$22,195 24
Less operating expenses		19,153 04
Surplus for year		$3,042 20

WATER WORKS, MUNICIPALITY OF KENORA.—*Continued.*

Operating Expenses:			Supplies—Fuel and power	$2,709 18	
Salaries of superintendents	$600 00		Pumping station supplies	59 34	
Office supplies and expenses	1,143 39		Filtration supplies..		
Insurance			Other supplies	219 36	
Legal expenses and damages					2,987 88
Other expenses	674 49		For repairs and renewals	$628 20	
Wages	6,572 56		Interest on bonds or loans	6,546 52	
		8,990 44			7,174 72
			Total cost of production.		$19,153 04

WATER WORKS, MUNICIPALITY OF KINGSVILLE.

Plant installed 1894.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. No record.
Total daily capacity of pumps. No record.
Average daily consumption. Not given.
Cost of production for 1,000 gallons. Not given.
Population of municipality, 1,901.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	$33,000 00	
Total assets		$33,000 00
Debentures or bonds current	$16,243 05	
Bank overdraft		
Municipal overdraft		
Total liabilities		$16,243 05
Gross Earnings:		
From sale of water, By meter, By contract	$2,748 62	
Fire protection	620 00	
From sale of meters		
From permits tapping mains		
From other sources		
Total income		3,368 62
Less operating expenses		3,060 11
Surplus for year		$308 51

Operating Expenses:			Supplies—Fuel	$1,208 41	
Salaries of officers, superintendents, clerks, etc.			Pumping station supplies	103 70	
Office supplies and expenses			Filtration supplies..		
Insurance	$102 50		Other supplies	53 46	
Legal expenses and damages					1,365 57
Other expenses	45 00		For repairs and renewals		
Wages	720 00		Interest on bonds or loans		827 04
		$867 50	Total cost of production.		$3,060 11

WATER WORKS, MUNICIPALITY OF LINDSAY.

Plant installed, 1892. Extensions were made annually.
Gravity or pumping system. Pumping to stand pipe.
Number of gallons pumped per year, 240,000,000 (estimated).
Total daily capacity of pumps, 4,000,000 gallons.
Average daily consumption, 657,534 gals.
Cost of production for 1,000 gals., .04.4.
Population of municipality, 7,650.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings	$137,924 32	
Other assets		7,870 47
Total assets		$145,794 79

WATER WORKS, MUNICIPALITY OF LINDSAY.—*Continued.*

Debentures or bonds current		$87,149 24
Bank overdraft		5,351 63
Municipal overdraft		
Other liabilities		5,161 69
Total liabilities		$97,662 56
Gross Earnings:		
From sale of water		
By meter	$8,501 46	
By contract	3,970 37	
Hydrant rental	3,710 00	
From sale of meters		
From permits tapping mains		
From other sources	1,573 53	
Total income		$17,755 36
Less operating expenses		10,526 08
Surplus for year		$7,229 28
Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	$2,702 50	
Office supplies and expenses	212 75	
Reserve for doubtful arrears	100 00	
Insurance		
Ozonigation	240 00	
Legal expenses and damages		
Other expenses	48 35	
Wages		
		$3,303 60
Supplies—Fuel, coal and electric current	$1,910 06	
Pumping station supplies	444 46	
Filtration supplies		
Interest on deferred payments on electric pump	220 20	
Other supplies		
		2,574 72
Discount allowed on arrears		25 35
For repairs and renewals	$1,365 55	
Depreciation on tool account	100 00	
Interest on bonds or loans	3,156 86	
		4,622 41
Total cost of production		$10,526 08

WATER WORKS, MUNICIPALITY OF LONDON.

Plant installed, 1878. Extensions in 1890, 1895, 1898, 1899 and 1910.
Gravity or pumping system. Combination.
Number of gallons pumped per year, 1,567,750,000.
Total daily capacity of pumps, 20,500,000.
Average daily consumption, 4,295,206.
Cost of production for 1,000 gallons, .04.7.
Population of municipality, 52,370.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants		$1,097,668 84
Cost of real estate		93,058 02
Other assets		105,122 13
Total assets		$1,295,848 99
Debentures or bonds current		934,575 17
Bank overdraft		
Municipal overdraft		30,362 93
Other liabilites		24,585 56
Total liabilities		$989,523 66
Less sinking fund		83,087 03
		$906,436 63
Gross earnings		
From sale of water By meter / By contract		$122,812 00
From sale of meters		
From permits tapping mains		
From other sources		800 00
Total income		$123,612 00
Less operating expenses		$73,864 08
Surplus for year		$49,747 92
Operating expenses.		
Salaries of officers, superintendents, clerks, etc.	$7,838 00	
Office supplies and expenses	964 30	
Insurance	259 45	
Legal expenses and damages	100 00	
Other expenses	4,259 56	
Wages	23,618 54	
		$37,039 85

WATER WORKS, MUNICIPALITY OF LONDON.—*Continued.*

Supplies—Fuel	$438 80	For repairs and renewals	$1,882 88
Pumping station supplies	6,866 91	Interest on bonds or loans	11,696 30
Filtration supplies	15,513 12		13,579 18
Other supplies ..	426 22		
	23,245 05		

Total cost of production. $73,864 08

WATER WORKS, MUNICIPALITY OF MERRITON.

Plant installed, 1888-89.
Gravity or pumping system. Gravity.
Number of gallons pumped per year.
Total daily capacity of pumps.
Average daily consumption.
Cost of production for 1,000 gallons.
Population of municipality, 2,292.

From other sources	238 25	
Total income		$6,281 98
Less operating expenses ...		$5,971 75
Surplus for year		$310 23

Capital Expenditure.

Reservoirs	$16,000 00
Cost of mains	56,876 32
Cost of service pipes	7,257 37
Cost of hydrants	3,349 50
Cost of real estate and buildings	500 00
Other assets	3,740 33
Total assets	$87,723 52
Debentures or bonds current.	$15,828 43
Bank overdraft	
Municipal overdraft	
Total liabilities	$15,828 43

No sinking fund.

Gross earnings		
From sale of water		
By meter	$2,396 15	
By contract	2,557 58	
By fire hydrant rental	1,000 00	
From sale of meters		
From permits tapping mains	90 00	

Operating expenses ..		
Salaries of officers, superintendents, clerks, etc.	$735 00	
Office supplies and expenses	3 00	
Insurance		
Rent to Dominion Government	86 00	
Legal expenses and damages		
Easement on pipe line	5 00	
Other expenses		
Telephone rent	25 25	
Wages	434 37	
		$1,288 62
Supplies—Fuel		
Pumping station supplies		
Filtration supplies		
Other supplies		
For repairs and renewals	$183 13	
Interest on bonds or loans	4,500 00	
		4,683 13
Total cost of production..		5,971 75

WATER WORKS, MUNICIPALITY OF MIDLAND.

Plant installed, 1901, 1902. Extensions in 1904 and 1907.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. Not given.
Total daily capacity of pumps, 1,728,000.
Average daily consumption. No data.
Cost of production for 1,000 gallons. No data.
Population of municipality, 6,143.

Capital Expenditure.

Reservoirs	$6,992 79
Cost of mains	79,736 72
Cost of service pipes	3,308 14
Cost of hydrants	907 40
Cost of real estate and buildings	9,357 89
	275 76
Other assets	15,360 96
Total assets	$115,939 66

WATER WORKS, MUNICIPALITY OF MIDLAND.—*Continued.*

Debentures or bonds current.	$69,479 57	
Bank overdraft		
Municipal overdraft		
Total liabilities	$69,479 57	
No sinking fund.		
Gross earnings		
From sale of water		
By meter	$12,381 43	
By contract ...		
From sale of meters		
From permits tapping mains		
From other sources	3 50	
Total income	$12,384 93	
Less operating expenses.....	$9,660 54	
Surplus for year	$2,724 39	
Operating expenses ..		
Salaries of officers, superintendents, clerks, etc.	$2,340 24	
Office supplies and expenses		248 47
Insurance		
Legal expenses and damages		
Other expenses	1,636 85	
Wages		
		$4,225 56
Supplies — Electric energy	$2,000 00	
Fuel	304 46	
Pumping station supplies	76 87	
Filtration supplies		
Other supplies		
		2,381 33
For repairs and renewals	$158 88	
Interest on bonds or loans	2,894 77	
		3,053 65
Total cost of production..		$9,660 54

WATER WORKS, MUNICIPALITY OF MITCHELL.

Plant installed, 1873. Extensions made in 1911, 1912 and 1913.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. Not given.
Total daily capacity of pumps, 1,440,000.
Average daily consumption. No data.
Cost of production for 1,000 gallons. No data.
Population of municipality, 1,746.

Capital Expenditure.

Reservoirs	$2,500 00
Cost of mains	7,997 00
Cost of service pipes	440 75
Cost of hydrants	945 00
Cost of real estate and buildings	1,062 00
Other assets	
Total assets	$12,944 75
Debentures or bonds current.	$12,000 00
Bank overdraft	
Municipal overdraft	
Total liabilities	$12,000 00
No sinking fund.	
Gross earnings:	
From sale or water	
By meter $2,045 00	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	
Total income	$2,045 00
Less operating expenses	$1,689 00
Surplus for year	$356 00
Operating expenses ..	
Salaries of officers, superintendents, clerks, etc. $100 00	
Office supplies and expenses 5 00	
Insurance 50 00	
Legal expenses and damages	
Other expenses 12 00	
Wages 400 00	
	567 00
Supplies—Yearly cost of electric pump. $600 00	
Pumping station supplies 22 00	
Filtration supplies .	
Other supplies	
	622 00
For repairs and renewals	
Interest on bonds or loans $500 00	
	500 00
Total cost of production..	$1,689 00

WATER WORKS, MUNICIPALITY OF MORRISBURG.

Plant installed, 1886.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. Not given.
Total daily capacity of pumps. Not given.
Average daily consumption. No data.
Cost of production for 1,000 gallons. No data.
Population of municipality, 1,600.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		
Cost of hydrants		Estimated
Cost of real estate and buildings		
Other assets		
Total assets		$35,000 00

*Debentures or bonds:		
Issued in December, 1886	$20,000 00	
Issued in December, 1887	5,000 00	
Total		$25,000 00
From this should be deducted payments on principal since date of issue to arrive at current debentures December, 1913		
Municipal overdraft		
Total liabilities		

No sinking fund.

*No data supplied in Report.

Gross Earnings:		
From sale of water		
By meter		$3,957 16
By contract		
From sale of meters, including rates due December 31, less 35 per cent. for bad accounts		266 50
From permits tapping mains		
From public school		20 00
From other sources		
Total income		$4,243 66
Less operating expenses		5,162 46
Deficiency for year		$918 80
Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	$420 00	
Office supplies and expenses		
Insurance		
Legal expenses and damages		
Other expenses	190 10	
Wages	196 00	
		$806 10
Supplies—Fuel	$841 03	
Lease water power	70 00	
Pumping station supplies		
Filtration supplies		
Other supplies		
		911 03
For new concrete flume	$1,833 83	
Interest on bonds or loans and payments on principal	1,611 50	
		3,445 33
Total cost of production		$5,162 46

WATER WORKS, MUNICIPALITY OF MOUNT FORREST.

Plant installed, 1898.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 20,000,000 (estimated).
Total daily capacity of pumps, 100,000 gallons.
Average daily consumption, 54,794 gals.
Cost of production for 1,000 gallons, .10.1.
Population of municipality, 1,920.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		$35,000 00
Cost of hydrants		
Cost of real estate and buildings		
Other assets		
Total assets		$35,000 00

Debentures or bonds current	$23,511 16
Bank overdraft	
Municipal overdraft	
Total liabilities	$23,511 16

No sinking fund.

Gross Earnings:		
From sale of water		
By meter		
By contract		$3,142 51
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$3,142 51
Less operating expenses		4,074 77
Deficiency for year		$932 26

WATER WORKS, MUNICIPALITY OF MOUNT FOREST.—*Continued.*

Operating Expenses:			Supplies—Fuel	$1,000 00	
Salaries of officers, superintendents, clerks, etc.	$700 00		Pumping station supplies	10 00	
Office supplies and expenses	30 00		Filtration supplies..		
Insurance	100 00		Other supplies		
Legal expenses and damages					1,010 00
Other expenses			For repairs and renewals	$35 00	
Wages	150 00		Interest on bonds or loans and debenture payments	2,049 77	
		$980 00			2,084 77
			Total cost of production.		$4,074 77

WATER WORKS, MUNICIPALITY OF NEW LISKEARD.

Plant installed, 1907. Extensions in 1909, 1911, 1913.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. Not given.
Total daily capacity of pumps. Not given.
Average daily consumption. No data.
Cost of production for 1,000 gallons. No data.
Population of municipality, 3,000.

Capital Expenditure.

Reservoirs	$5,000 00
Cost of mains	60,000 00
Cost of service pipes	
Cost of hydrants	1,225 00
Cost of real estate and buildings	7,000 00
Other assets	
Total assets	$73,225 00
Debentures or bonds current	Not given.
Bank overdraft	
Municipal overdraft	
Total liabilities	

Gross Earnings:		
From sale of water		
By meter		
By contract		
From sale of meters		
From permits tapping mains		
From other sources		
Total income		
Less operating expenses		
Surplus or deficiency for year		
Operating Expenses:		Not given
Salaries of officers, superintendents, clerks, etc.		
Office supplies and expenses		
Insurance		
Legal expenses and damages		
Other expenses		
Wages		
Supplies—Fuel		
Pumping station supplies.		
Filtration supplies		
Other supplies		
For repairs and renewals...		
Interest on bonds or loans..		
Total cost of production		

WATER WORKS, MUNICIPALITY OF NIAGARA.

Plant installed, 1891.
Gravity or pumping system. Pumping to tank.
Number of gallons pumped per year. Not given.
Total daily capacity of pumps, 12,000,000 gallons.
Average daily consumption. Not given.
Cost of production for 1,000 gallons. Not given.
Population of municipality, 1,666.

Capital Expenditure.

Reservoirs	
Cost of mains	
Cost of service pipes	
Cost of hydrants	$42,000 00
Cost of real estate and buildings	
Other assets	
Total assets	$42,000 00

WATER WORKS, MUNICIPALITY OF NIAGARA.—*Continued.*

Debentures or bonds current.	$16,900 47	Operating Expenses:	
Bank overdraft		Salaries of officers, superintendents, clerks, etc.	$475 00
Municipal overdraft		Office supplies and expenses	
Total liabilities	$16,900 47	Insurance	
		Legal expenses and damages	
No sinking fund.		Other expenses	
		Wages	352 78
			$827 78
Gross Earnings:		Supplies — Fuel and electricity $1,278 68	
From sale of water		Pumping station supplies	
By meter		Filtration supplies..	
By contract	$3,868 20	Other supplies 128 13	
From sale of meters			$1,406 81
From permits tapping mains		For repairs and renewals....	462 71
From other sources		Interest on bonds or loans....	920 54
Total income	$3,868 20	Total cost of production.	$3,617 84
Less operating expenses	3,617 84		
Surplus for year	$250 36		

WATER WORKS, MUNICIPALITY OF ORANGEVILLE.

Plant installed, 1895. Extensions in 1900, 1901, 1902 and every year since 1905 to 1913, both years included.
Gravity or pumping system. Gravity.
Number of gallons pumped per year.
Total daily capacity of pumps.
Average daily consumption.
Cost of production for 1,000 gallons.
Population of municipality, 2,323.

Capital Expenditure.

Reservoirs		Operating expenses ..	
Cost of mains		Salaries of officers, superintendents, clerks, etc.	$501 00
Cost of service pipes		Office supplies and expenses	
Cost of hydrants	$53,168 01	Insurance	97 65
Cost of real estate and buildings		Legal expenses and damages	
Other assets		Other expenses ...	
		Wages, including foremen's salaries	830 45
Total assets	$53,168 01		$1,429 10
		Supplies—Fuel	$125 40
Debentures or bonds current.	$28,191 16	Pumping station supplies	28 53
Bank overdraft		Filtration supplies..	
Municipal overdraft		Other supplies	372 67
			526 50
Total liabilities	$28,191 16	For repairs and renewals $1,928 20	
No sinking fund.		Interest on bonds or loans 1,203 75	
		* $26,750.03 December 31st, 1912 at 4½%, principal paid 1,558 27	
			4,690 22
Gross earnings		Total cost of production..	$6,645 82
From sale of water.$3,455 38			
By meter			
By contract			
From sale of meters			
From permits tapping mains			
From other sources			
Total income	$3,455 38		
Less operating expenses.....	$6,645 82		
Deficiency for year	$3,190 44		

*Estimated, as no figures are given in report.

Water Works, Municipality of Oshawa.

Plant installed, 1904, 1905.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 189,976,514.
Total daily capacity of pumps, 2,880,000.
Average daily consumption, 500,000.
Cost of production for 1,000 gallons, .05.4.
Population of municipality, 8,248.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		
Cost of hydrants		$167,285 97
Cost of real estate and buildings		
Other assets		
Total assets		$167,285 97
Debentures or bonds current.		$117,759 00
Bank overdraft		2,091 24
Municipal overdraft		
Total liabilities		$119,850 24
Gross earnings		
From sale of water		
By meter	$10,136 66	
By contract	4,031 33	
From sale of meters		
From permits tapping mains		
From other sources	2,000 00	
Total income		$16,167 99
Less operating expenses		$10,187 40
Surplus for year		$5,980 59
Operating expenses ..		
Salaries of officers, superintendents, clerks, etc.	$650 00	
Office supplies and expenses	81 30	
Insurance	62 00	
Legal expenses and damages		
Other expenses	125 11	
Wages	1,792 80	
		$2,711 21
Supplies—Fuel	$2,338 32	
Pumping station supplies	144 29	
Filtration supplies .		
Other supplies	15 00	
		2,497 61
For repairs and renewals	$198 48	
Interest on bonds or loans	4,780 10	
		4,978 58
Total cost of production.		$10,187 40

Water Works, Municipality of Penetanguishene

Plant installed, 1890, 1891. Extensions 1892, 1893, 1905, 1906, 1907, 1909, 1910, 1911, 1912, 1913.
Gravity or pumping system. Pumping to stand pipe.
Number of gallons pumped per year 91,250,000. (Estimated).
Total daily capacity of pumps, 2,000,000.
Average daily consumption, 250,000.
Cost of production for 1,000 gallons, .08.9.
Population of municipality, 4,000.

Capital Expenditure.

Reservoirs		$2,600 00
Cost of mains		33,714 40
Cost of service pipes		8,605 34
Cost of hydrants		2,879 50
Cost of real estate and buildings		4,000 00
Other assets, stand pipe and pumping equipment		13,240 94
Total assets		$65,040 18
Debentures or bonds current.		$46,982 02
Bank overdraft		1,573 42
Municipal overdraft		
Total liabilities		$48,555 44
Less sinking fund		9,655 65
Net liability		$38,899 79
Gross earnings		
From sale af water		
By meter	$5,765 00	
By contract	1,904 75	
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$7,669 75
Less operating expenses		8,151 01
Deficiency for year		$481 26
Operating expenses ..		
Salaries of officers, superintendents, clerks, etc.		

WATER WORKS, MUNICIPALITY OF PENETANGUISHENE.—*Continued.*

Office supplies and expenses	$913 53	
Insurance		
Legal expenses and damages		
Other expenses	630 00	
Wages		
		$1,543 53
Supplies—Fuel	$756 18	
Electric energy	1,500 00	
Pumping station supplies		
Filtration supplies		
Other supplies		
		2,256 18
For repairs and renewals	$608 07	
Interest and payments on debentures	3,743 23	
		4,351 30
Total cost of production		$8,151 01

WATER WORKS, MUNICIPALITY OF PETERBOROUGH.

Plant installed, 1882. Purchased by municipality in 1902. Extension made in 1909, 1910.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 1,040,032,000.
Total daily capacity of pumps, 10,500,000.
Average daily consumption, 2,849,403.
Cost of production for 1,000 gallons, .03.7.
Population of municipality, 20,653.

Capital Expenditure.

Reservoirs	
Cost of mains and hydrants	$253,377 85
Cost of service pipes	53,763 80
Cost of hydrants	
Cost of real estate and buildings	187,936 10
Other assets	89,117 47
Total assets	$584,195 22
Debentures or bonds current	$482,000 00
Bank overdraft	51,930 26
Municipal overdraft	
Total liabilities	$533,930 26
Less sinking fund	100,192 85
	$433,737 41

Gross earnings	
From sale of water	
By meter	48,055 92
By contract	
From sale of meters	
From permits tapping mains	
From other sources	4,240 69
Total income	$52,296 61
Less operating expenses	$38,379 04
Surplus for year	$13,917 57

Operating expenses		
Salaries of officers, superintendents, clerks, etc.	$5,937 50	
Office supplies and expenses	988 47	
Insurance		
Legal expenses and damages		
Other expenses	2,773 23	
Wages	6,805 20	
		$16,504 40
Supplies—Fuel		
Pumping station supplies	$2,023 24	
Filtration supplies		
Other supplies		
		2,023 24
For repairs and renewals		
Interest on bonds or loans	19,851 40	
		19,851 40
Total cost of production		$38,379 04

WATER WORKS, MUNICIPALITY OF PETROLIA.

Plant installed, 1896. Extensions in 1899, 1904, 1905, 1906 and 1907.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 311,728,392.
Total daily capacity of pumps, 2,000,000.
Average daily consumption, 854,050.
Cost of production for 1,000 gallons, .05.1.
Population of municipality, 4,500.

Capital Expenditure.

Reservoirs	
Cost of mains	$101,000 00
Cost of service pipes	50,171 65
Cost of hydrants	5,500 00
Cost of real estate and buildings	6,200 00
Other assets	29,042 80
Total assets	$191,914 45

WATER WORKS, MUNICIPALITY OF PETROLIA.—*Continued.*

Debentures or bonds current.	$93,351 12	
Bank overdraft		
Municipal overdraft		
Total liabilities		$93,351 12

No sinking fund.

Gross earnings ...		
From sale af water		
By meter $2,200 00		
By contract 14,000 91		
From sale of meters 41 60		
From permits tapping mains		
From other sources 204 00		
Total income		$16,446 51
Less operating expenses		16,027 40
Surplus for year		$419 11

Operating expenses ..		
Salaries of officers, superintendents, clerks, etc.	$720 00	
Office supplies and expenses	45 11	
Insurance	71 12	
Legal expenses and damages		
Other expenses	327 81	
Wages	1,321 35	
		$2,485 39
Supplies—Fuel $2,995 10		
Pumping station supplies	236 36	
Filtration supplies .		
Other supplies	204 00	
		3,435 46
For repairs and renewals	159 77	
Interest on bonds or loans	9,946 78	
		10,106 55
Total cost of production.		$16,027 40

WATER WORKS, MUNICIPALITY OF PORT ARTHUR.

Plant installed, 1903, 1904. Extensions made each year since 1904.
Gravity of pumping system. Pumping.
Number of gallons pumped per year, 793,705,600.
Total daily capacity of pumps, 3,168,000.
Average daily consumption, 2,174,509.
Cost of production for 1,000 gallons, .11.3.
Population of municipality, 18,025.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		
Cost of hydrants	$1,716,855 00	
Cost of real estate and buildings		
Other assets		
Total assets		$1,716,855 00

*Debentures or bonds current as per Dec., 1912..	$1,320,275 00	
*Bank overdraft		
*Municipal overdraft		
Total liabilities		$1,320,275 00
Less sinking fund		76,371 34
		$1,243,903 66

*No figures given in report for 1913.

Gross earnings		
From sale of water		
By meter		
By contract		
From sale of meters		$51,465 15
From permits tapping mains		
From other sources		
Total income		$51,465 15
Less operating expenses		$89,109 25
Deficiency for year		$37,644 10

Operating expenses ..		
Salaries of officers, superintendents, clerks, etc. $2,147 39		
Office supplies and expenses	400 00	
Insurance		
Legal expenses and damages		
Other expenses		
Wages	8,726 93	
		$11,274 32
Supplies—Power purchased $10,625 00		
Pumping station supplies		
Filtration supplies .		
Other supplies	1,934 49	
		12,559 49
For repairs and renewals		
Interest on bonds or loans $65,255 44		
		65,255 44
Total cost of production.		$89,109 25

Water Works, Municipality of Port Colborne.

Plant installed, 1898. Extensions yearly.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 36,500,000 (estimated).
Total daily capacity of pumps. Not given.
Average daily consumption, 100,000 gals.
Cost of production for 1,000 gals., .08.1.
Population of municipality, 2,200.

Capital Expenditure.

Reservoirs		
Cost of mains	$26,576 85	
Cost of pumping equipment	7,000 00	
Cost of hydrants and meters	1,500 00	
Cost of real estate and buildings	2,800 00	
Other assets	9,000 00	
Total assets		$46,876 85
Debentures or bonds current not given in Report for 1913, as per Report of 1912		$32,223 89
Bank overdraft		
Municipal overdraft		
Total liabilities		$32,223 89

No sinking fund.

Gross Earnings:		
From sale of water		
By meter		$2,823 97
By contract		
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$2,823 97
Less operating expenses		3,148 08
Deficiency for year		$324 11

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.		$948 00
Office supplies and expenses		
Insurance		
Legal expenses and damages		
Other expenses		
Wages		
Supplies—Pumping		750 00
Pumping station supplies.		
Filtration supplies		
Other supplies		
For repairs and renewals		
Interest on bonds or loans not given, as per Report of 1912, outstanding bonds, $32,223.89; interest estimated at 4½ per cent.		1,450 08
Total cost of production, exclusive of payments on principal, which are not given		$3,148 08

Water Works, Municipality of Port Elgin.

Plant installed, 1906. Extensions in 1910, 1911 and 1912.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. Not given.
Total daily capacity of pumps, 540,000 gallons.
Average daily consumption. No data.
Cost of production for 1,000 gallons. No data.
Population of municipality, 1,300.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes		
Cost of hydrants		$42,000 00
Cost of real estate and buildings		
Other assets		
Total assets		$42,000 00
Debentures or bonds current		$36,852 15
Bank overdraft		
Municipal overdraft		
Total liabilities		$36,852 15

No sinking fund.

Gross Earnings:		
From sale of water		$844 59
By meter		
By contract		
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$844 59
Less operating expenses		2,730 56
Deficiency for year		$1,885 97

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	$286 00	
Office supplies and expenses		
Insurance		
Legal expenses and damages		
Other expenses		
Wages	25 00	
		$311 00

WATER WORKS, MUNICIPALITY OF PORT ELGIN.—*Continued.*

Supplies—Fuel	$557 00	Other supplies	
Pumping station supplies	109 00		666 00
Filtration supplies..		For repairs and renewals.....	
		Interest on bonds or loans...	1,753 56
		Total cost of production.	$2,730 56

WATER WORKS, MUNICIPALITY OF PORT PERRY.

Plant installed, not given. Extensions made in 1903 and 1904.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. Not given.
Total daily capacity of pumps, 720,000 gallons.
Average daily consumption. No data.
Cost of production for 1,000 gallons. No data.
Population of municipality, 1,200.

Debentures or bonds current.	*$20,894 00
Bank overdraft	
Municipal overdraft	
Total liabilities	$20,894 00

No sinking fund.

*This includes Electric Light debentures, with which Water Works debentures are amalgamated.

Capital Expenditure.

Reservoirs		
Cost of mains		
Cost of service pipes	Estimated cost of water works alone.	
Cost of hydrants		
Cost of real estate and buildings		
Other assets		
Total assets		$7,000 00

WATER WORKS, MUNICIPALITY OF PORT PERRY.

Electric Light plant and Water Works accounts are consolidated, so that it is impossible to separate earnings and expenses of one from the other. The total income from the water works is but $750.00, while the combined operating cost of both plants, including repairs and renewals, as also interest on $20,894 combined debentures and redemption of bonds during 1913, totaled $4,421.68.

WATER WORKS, MUNICIPALITY OF RENFREW.

Plant installed, 1897-1898.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 247,000,000.
Total daily capacity of pumps, 2,880,000 gallons.
Average daily consumption, 675,000 gals.
Cost of production for 1,000 gallons, .03.6.
Population of municipality, 4,348.

Debentures or bonds current	$66,857 50
Bank overdraft	11,309 13
Municipal overdraft	
Total liabilities	$78,166 63

No sinking fund.

Capital Expenditure.

Reservoirs	$60,011 10	Gross Earnings:	
Cost of mains	132,276 29	From sale of water	
Cost of service pipes	7,506 56	By meter	
Cost of hydrants	7,321 00	By contract	
Cost of real estate and buildings		From sale of meters	$13,387 34
Other assets	13,575 34	From permits tapping mains	
		From other sources	
Total assets	$220,690 29	Total income	$13,387 34
		Less operating expenses	8,810 55
		Surplus for year	$4,576 79

WATER WORKS, MUNICIPALITY OF RENFREW.—*Continued.*

Operating Expenses:			
Salaries of officers, superintendents, clerks, etc.	$190 00		
Office supplies and expenses			
Insurance			
Legal expenses and damages			
Power	2,000 00		
Other expenses			
Wages	392 22		
		$2,582 22	
Supplies—Fuel		$143 00	
Pumping station supplies			
Filtration supplies		130 04	
Other supplies		97 96	
			371 00
For repairs and renewals			
Interest on bonds or loans, $3,184.71; principal		2,672 62	
			5,857 33
Total cost of production.			$8,810 55

WATER WORKS, MUNICIPALITY OF SEAFORTH.

Plant installed, not given.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, not given.
Total daily capacity of pumps, not given.
Average daily consumption. No data.
Cost of production for 1, 000 gallons. No data.
Population of municipality, 1,925.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	$14,500 00	
Total assets		$14,500 00
Debentures or bonds current.		
Bank overdraft		
Municipal overdraft		
Total liabilities		
Gross earnings		
From sale of water		
By meter		
By contract	$828 10	
From sale of meters		
Allowance for 15 hydrants at $50	750 00	
From permits tapping mains		
From other sources		$1,578 10
Total income		$1,578 10
Less operating expenses		1,580 14
Deficiency for year		$2 04

Operating expenses			
Salaries of officers, superintendents, clerks, etc.			
Office supplies and expenses			
Insurance			
Legal expenses and damages			
Other expenses	$52 44		
Wages	510 00		
		$562 44	
Supplies—Fuel	$758 67		
Pumping station supplies	85 69		
Filtration supplies			
Other supplies			
		844 36	
For repairs and renewals	$173 34		
Interest on bonds or loans			
		173 34	
Total cost of production		$1,580 14	

WATER WORKS, MUNICIPALITY OF SHELBURNE.

Plant installed, 1889. Extensions in 1900, 1901 and 1909.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. No record.
Total daily capacity of pumps. Not given.
Average daily consumption. No data.
Cost of production for 1,000 gallons. No data.
Population of municipality, 950.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	$19,900 00	
Total assets		$19,900 00

WATER WORKS, MUNICIPALITY OF SHELBURNE.—*Continued.*

Debentures or bonds current		$27,683 31
Bank overdraft		
Municipal overdraft		
Total liabilities		$27,683 31
No sinking fund.		
Gross earnings:		
From sale of water		
By meter		
By contract	$1,420 00	
From sale of meters		
From permits taping mains		
From other sources	70 00	
Total income		$1,490 00
Less operating expenses		$2,392 58
Approximate deficiency for year		$902 58
Operating expenses:		
Salaries of officers, superintendents, clerks, etc.		
Office supplies and expenses		
Insurance		
Legal expenses and damages		
Other expenses		
Wages	$250 00	
		$250 00
Supplies—Gasoline	$725 43	
Pumping station supplies		
Filtration supplies		
Other supplies		
		$725 43
For repairs and renewals		
*Interest on bonds and payments on principal, excl. of interest and payment of principal on 1888 issue of bonds	$1,417 15	
		1,417 15
Total cost of production		$2,392 58

*No figures supplied in report.

WATER WORKS, MUNICIPALITY OF SIMCOE.

Plant installed, 1907. Extensions in 1909 to 1913, both years included.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 50,736,000.
Total daily capacity of pumps, 1,440,000.
Average daily consumption, 139,003.
Cost of production for 1,000 gallons, .13.8.
Population of municipality, 4,250.

Capital Expenditure.

Reservoirs	$11,868 90
Cost of mains	42,322 44
Cost of service pipes	5,256 27
Cost of hydrants	2,722 50
Cost of real estate and buildings and machinery	19,838 23
Cost of meters	6,653 41
Other assets	1,350 25
Water, meter and service rates due	2,266 56
Total assets	$92,278 56
No sinking fund.	
Debentures or bonds current	$67,751 14
Bank overdraft	1,034 47
*Balance due Simcoe	3,922 58
Total liabilities	$72,708 19

Gross earnings:		
From sale of water		
By meter	$6,111 71	
By contract	3,030 00	
From rent of meters	1,677 43	
From permits tapping mains		
From other sources		
		$10,819 14
Total income		$10,819 14
Less operating expenses		7,020 22
Surplus for year		$3,788 92
Operating expenses:		
Salaries of officers, superintendents, clerks, etc.	$450 00	
Office supplies and expenses	60 25	
Insurance	55 41	
Legal expenses and damages	53 04	
Other expenses	27 67	
Wages	1,047 52	
		$1,693 89

*All extensions are being paid from revenue of waterworks and surplus turned over to the town of Simcoe, which pays the debentures and debenture interest.

In 1913, $3,500.00 from surplus was transferred to the town treasurer.

WATER WORKS, MUNICIPALITY OF SIMCOE.—*Continued.*

Supplies—Fuel, gas	$331 20	For repairs and renewals	$144 41
Oil	127 60	Interest on bonds, $3,147.71; payments on principal, $1,575.41	4,723 12
Pumping station supplies			
Filtration supplies			
Other supplies			
	458 80		4,867 53
		Total cost of production	$7,020 22

WATER WORKS, MUNICIPALITY OF SOUTHAMPTON.

Plant installed, 1901. Extension in 1902, 1903, 1906, 1907, 1908, 1909, 1911 and 1913.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, meter, contract and by municipality, 45,000,000; 8 month fish hatching, 40,000,000; total, 85,000,000.
Total daily capacity of pumps, 2,080,000.
Average daily consumption, 232,877.
Cost of production for 1,000 gallons, .04.5.
Population of municipality, about 1,700 in winter; about 2,200 in summer, average 2,000.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings	$43,616 55	
Other assets, arrear in water rates	244 12	
Total assets		$43,860 67
Debentures or bonds current	$34,144 47	
Bank overdraft		
Municipal overdraft		
Total liabilities		$34,144 47

No sinking fund.

Gross earnings:			
From sale of water			
By meter	$146 01		
By contract	2,428 33		
From sale of meters			
From permits tapping mains			
From other sources			
			$2,574 34
Total income			$2,574 34
Less operating expenses			3,856 46
Deficiency for year			$1,282 12
Operating expenses:			
Salaries of officers superintendents, clerks, etc.	$825 00		
Office supplies and expenses	20 00		
Insurance	40 00		
Legal expenses and damages			
Other expenses	23 00		
Wages	183 45		
			$1,091 45
Supplies—Fuel	$519 19		
Electric power	588 57		
Pumping station supplies			
Filtration supplies	37 78		
Other supplies			
			1,145 54
For repairs and renewals	$217 70		
Interest on bonds or loans	1,401 77		
			1,619 47
Total cost of production			$3,856 46

WATER WORKS, MUNICIPALITY OF SMITH'S FALLS.

Plant installed, acquired in 1900.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 705,351,885.
Total daily capacity of pumps, 4,288,000.
Average daily consumption, 1,930,000.
Cost of production for 1,000 gallons, .01.5.
Population of municipality, 6,130.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	$162,000 00	
Total assets		$162,000 00

WATER WORKS, MUNICIPALITY OF SMITH'S FALLS.—*Continued.*

Debentures or bonds current		$140,728 16	
Bank overdraft			
Municipal overdraft			
Total liabilities		$140,728 16	
Gross earnings:			
From sale of water	$5,854 53		
By meter			
By contract	12,223 05		
From sale of meters			
From permits tapping mains			
From other sources			
Total income		$18,077 58	
Less operating expenses	10,981 09		
Surplus for year		$7,096 29	
Operating expenses:			
Salaries of officers, superintendents, clerks, etc.	$2,619 96		
Office supplies and expenses			
Insurance			
Legal expenses and damages			
Other expenses			
Wages	306 91		
			$2,926 87
Supplies—Fuel			
Pumping station supplies	$1,198 46		
Filtration supplies	236 09		1,434 55
Other supplies			286 91
For repairs and renewals			
Interest on bonds or loans, say, 4½%, $140,728.16			6,332 76
Total cost of production			$10,981 09

WATER WORKS, MUNICIPALITY OF STAYNER.

Plant installed, 1898. Extension in 1904.
Gravity or pumping system. Gravity.
Number of gallons pumped per year, 36,500,000 estimated.
Total daily capacity of pumps.
Average daily consumption, 100,000.
Cost of production for 1,000 gallons, .01.9.
Population of municipality, 1,000.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets		$25,000 00
Total assets		$25,000 00
Debentures or bonds current		$15,431 46
Bank overdraft		
Municipal overdraft		
Total liabilities		$15,431 46

No sinking fund.

Gross earnings:		
From sale of water		
By meter		
By contract, G.T. Ry Co.	$250 00	
From sale of meters		
From permits tapping mains		
From other sources	890 17	
		$1,140 17
Total income		$1,140 17
Less operating expenses		707 26
Surplus for year		$432 91
Operating expenses:		
Salaries of officers, superintendents, clerks, etc.	$40 00	
Office supplies and expenses		
Insurance		
Legal expenses and damages		
Other expenses		
Wages		
		$40 00
Supplies—Fuel		
Pumping station supplies		
Filtration supplies		
Other supplies		
For repairs and renewals	$50 00	
*Interest on bonds or loans, $15,431.46 at 4%		*617 26
		667 26
Total cost of production excl. of payments on principal which are not given		$707 26

*Approximate, as exact figures are not given in Report.

WATER WORKS, MUNICIPALITY OF ST. CATHARINES.

Plant installed, 1878-9. Extensions made from year to year.
Gravity or pumping system. Gravity.
Number of gallons pumped per year, 875,000,000 (estimated).
Total daily capacity of pumps,
Average daily consumption, 2,397,260 gallons.
Cost of production for 1,000 gallons, .04.
Population of municipality, 16,500.

Capital Expenditure.

New installation in 1913	$93,429 33	
Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings	746,502 03	
Other assets, cash in treasury	2,331 78	
Total assets		$842,323 74
Debentures or bonds current	$586,800 00	
Bank overdraft		
Municipal overdraft		
Total liabilities	$586,800 00	
Less sinking fund	105,584 48	
Net liability	$481,215 52	

Gross Earnings:

From sale of water		
By meter	$12,176 85	
By contract	30,384 74	
From sale of meters and rentals		358 30
From fire hydrant rentals		6,255 00
From permits tapping mains		
From other sources		3,089 07
Total income		$52,263 96
Less operating expenses		35,187 13
Surplus for year		$17,076 83

Operating Expenses:

Salaries of officers, superintendents, clerks, etc.	$3,742 00	
Office supplies and expenses	200 03	
Insurance	47 00	
Legal expenses and damages		
Other expenses, leases, miscellaneous, etc.	1,594 94	
Services	1,758 96	
		$7,342 93
Supplies—Fuel		
Pumping station supplies		
Filtration supplies		
Other supplies		
For repairs and renewals	$3,199 20	
Interest on bonds or loans	24,645 00	
		27,844 20
Total cost of production		$35,187 13

WATER WORKS, MUNICIPALITY OF STOUFFVILLE.

Plant installed, 1897.
Gravity or pumping system. Gravity.
Number of gallons pumped per year,
Total daily capacity of pumps,
Average daily consumption,
Cost of production for 1,000 gallons,
Population of municipality, 1,000.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	$30,000 00	
Total assets		$30,000 00
Debentures or bonds current	$15,272 00	
Bank overdraft		
Municipal overdraft		
Total liabilities	$15,272 00	
No sinking fund.		

Gross Earnings:

From sale of water	$835 32	
By meter		
By contract		
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$835 32
Less operating expenses		892 50
Deficiency for year		$57 18

Operating Expenses:

Salaries of officers, superintendents, clerks, etc., Office supplies and expenses, Insurance, Legal expenses and damages, Other expenses, Wages, Supplies—Fuel, Pumping station supplies, Filtration supplies, Other supplies	Not given
For repairs and renewals	249 50
Interest on bonds or loans	643 00
Total cost of production	$892 50

Water Works, Municipality of Sudbury.

Plant installed, 1895.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 383,719,000.
Total daily capacity of pumps, 4,500,000 gallons.
Average daily consumption, 1,050,000 gallons.
Cost of production for 1,000 gallons, .0425.
Population of municipality, 7,000.

Capital Expenditure.

Reservoirs, elevated tank	$15,000 00
Cost of mains	112,922 71
Cost of service pipes	29,374 80
Cost of hydrants	5,520 00
Cost of real estate and buildings	41,040 00
Other assets	10,356 94
Total assets	$214,214 45
Debentures or bonds current	84,196 28
Bank overdraft	
Municipal overdraft	308 10
Total liabilities	$84,504 38

No sinking fund.

Gross Earnings:		
From sale of water		
By meter	$19,339 05	
By contract		
From sale of meters		
From permits tapping mains		570 61
From other sources		1,470 04
Total income		$21,379 70
Less operating expenses		16,298 61
Surplus for year		$5,081 09

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	$1,665 00	
Office supplies and expenses	377 25	
Insurance	159 12	
Legal expenses and damages		
Other expenses	30 60	
Power	4,800 00	
Wages	2,459 75	
		$9,491 72
Supplies—Fuel	$810 54	
Filtration supplies	1,156 56	
Other supplies	671 17	
		2,638 27
For repairs and renewals		
Interest on bonds or loans		4,168 62
Total cost of production		$16,298 61

Water Works, Municipality of Tilbury.

Plant installed, 1888. Extensions made in 1896, 1904, 1905 and 1913.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 26,207,000.
Total daily capacity of pumps, not given. Pumps are owned and operated by Michigan Central R.R.
Average daily consumption, 71,800 gals.
Cost of production for 1,000 gallons, .06.9.
Population of municipality, 1,706.

Capital Expenditure.

Reservoirs, pump house and pump	$2,920 00
Cost of mains	14,813 14
Cost of service pipes	2,094 41
Cost of hydrants	1,075 00
Cost of real estate and buildings	50 00
Other assets, fire hose and appliances	1,300 00
Total assets	$22,252 55
Debentures or bonds current	$4,513 00
Bank overdraft	
Municipal overdraft	
Total liabilities	$4,513 00

No sinking fund.

Gross Earnings:		
From sale of water		
By meter		
By contract		$1,065 00
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$1,065 00
Less operating expenses		1,808 50
Deficiency for year		$743 50

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.		
Office supplies and expenses		
Insurance	$31 28	
Legal expenses and damages		
Other expenses		
Wages		
		$31 28

WATER WORKS, MUNICIPALITY OF TILBURY.—*Continued.*

Supplies—Mich. Cent. R.R. for pumping	$653 34	For repairs and renewals	$618 02
Pumping station supplies		Interest on bonds or loans	505 86
Filtration supplies			1,123 88
Otther supplies			
	653 34	Total cost of production.	$1,808 50

WATER WORKS, MUNICIPALITY OF TORONTO.

Plant installed, 1841. Purchased by city, 1874. Extensions have been made from that date to the present.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 17,527,462,325.
Total daily capacity of pumps, 220,500,000.
Average daily consumption, 48,020,445 gallons.
Cost of production for 1,000 gals., .06.9.
Population of municipality, 500,000.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets		$12,182,907 31
Total assets		$12,182,907 31
Debentures or bonds current		$10,353,259 07
Other l'abilities		2,226,646 71
Municipal overdraft		
Total liabilities		$12,579,905 78
Less sinking fund		1,609,108 23
Net liabilities		$10,970,797 55

Gross Earnings:		
From sale of water		
By meter	$305,774 25	
By contract	564,290 32	
By city supply	207,127 00	
From sale of meters		
From permits tapping mains		
From other sources	3,301 44	
		$1,080,493 01
Total income		$1,080,493 01
Less operating expenses		1,221,864 23
Deficiency for year		$141,371 22

Details of Water Works Maintenance Expenditure.

Water Works Rating and Revenue Branch (Treasurer's Department)		$56,255 78
Water Works Maintenance (Board of Works):		
Cartage	$8,016 61	
Check valves	162 04	
Chlorination plant	8,182 64	
Cleaning out tunnel	15,861 96	
Distribution	147,458 24	
East Toronto station	11,044 91	
Filtration	60,467 20	
High pressure fire system	5,739 25	
High level pumping station	74,614 08	
House services, renewals	16,098 19	
Hydrants and valves	28,345 71	
Inspection of intake	361 02	
Island water works	2.333 18	
Lowering mains	4 652 71	
Main pumping station	234,571 93	
Meter and machine shop	23,154 01	
New fountains.	212 45	
New water troughs	196 13	
North Toronto pumping station	4,655 13	
Pipe laying renewals—short lengths	6,729 03	
Reservoir	2,721 74	
Renewals of mains	5,151 80	
Roadway at main pumping station grounds	216 60	
Storehouse	263 10	
Test wells at Island	16 00	

WATER WORKS, MUNICIPALITY OF TORONTO.—*Continued.*

Waste prevention	12,492 85	
West Toronto station	9,698 99	
		683,417 50
Annette Street main	$120 46	
Carlaw Avenue main	776 60	
East Toronto intake repairs	225 62	
Hartford Avenue main, special	91 08	
Motor trunk	3,653 45	
West Toronto intake repairs	64 74	
Larratt W. Smith annuity	560 00	
		5,491 95
		$745,165 23
Annual rates on debt, interest and sinking fund		476,699 00
Total operating expenses, 1913		$1,221,864 23

WATER WORKS, MUNICIPALITY OF WATERLOO.

Plant installed, 1899. Yearly uniform additions were made.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 135,036,700.
Total daily capacity of pumps, 4,500,000 gallons.
Average daily consumption, 369,964 gals.
Cost of production for 1,000 gals., .07.8.
Population of municipality, 4,800.

Capital Expenditure.

Reservoirs and tanks	$14,002 86
Wells	3,280 55
Cost of mains and services	61,456 96
Cost of pumping equipment	16,490 01
Cost of hydrants and meters	11,843 29
Cost of real estate and buildings	5,850 63
Other assets	1,371 77
Total assets	$114,296 07
Debentures or bonds current	$72,332 14
Bank overdraft	
Municipal overdraft	7,124 57
Total liabilities	$79,456 71

No sinking fund.

Gross Earnings:		
From sale of water		
By meter	$9,014 47	
By contract	5,340 89	
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$14,355 36
Less operating expenses		10,642 51
Surplus for year		$3,712 85

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	$1,748 00	
Office supplies and expenses	64 52	
Insurance	132 63	
Legal expenses and damages		
Other expenses	308 37	
Wages	1,299 30	
		$3,552 82
Supplies — Fuel and electric power	$2,441 36	
Pumping station supplies	116 88	
Filtration supplies		
Other supplies		
		2,558 24
For repairs and renewals	$868 07	
Interest on bonds or loans	3,663 38	
		4,531 45
Total cost of production		$10,642 51

WATER WORKS, MUNICIPALITY OF WELLAND.

Plant installed, 1885.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 531,881,520 gallons.
Total daily capacity of pumps. Not given.
Average daily consumption, 1,500,000 gallons.
Cost of production for 1,000 gallons, 03.86.
Population of municipality, 7,000.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	$213,107 18
Total assets	$213,107 18

WATER WORKS, MUNICIPALITY OF WELLAND.—*Continued.*

Debentures or bonds current	$178,750 00	
Bank overdraft		
Municipal overdraft		
Sinking fund	$41,790 00	
Total liabilities	$136,960 00	
Gross Earnings:		
From sale of water	$20,109 66	
By meter	1,745 00	
By contract		
From sale of meters		
From permits tapping mains		
From other sources	1,339 62	
Total income	$23,194 28	
Less operating expenses	20,510 57	
Surplus for year	$2,683 71	

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	$2,611 25	
Office supplies and expenses	322 34	
Insurance		
Legal expenses and damages		
Other expenses	776 99	
Wages	1,114 31	
		$4,824 89
Supplies—Fuel		
Pumping station supplies	$620 73	
Filtration supplies.		
Other supplies	490 40	
		1,111 13
For repairs and renewals	$2,369 46	
Interest on bonds or loans	12,205 09	
		14,574 55
Total cost of production.		$20,510 57

WATER WORKS, MUNICIPALITY OF WIARTON.

Plant installed, 1888. Extensions made in 1891, 1892, 1895, 1901, 1903 and 1913.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 324,000,000.
Total daily capacity of pumps, 806,400 gallons, exclusive of two steam pumps, capacity of which is not given.
Average daily consumption, 887,671 gals.
Cost of production for 1,000 gals., .01.4.
Population of municipality, 2,029.

Capital Expenditure.

Reservoirs, Cost of mains, Cost of service pipes, Cost of hydrants, Cost of real estate and buildings, Other assets	$51,715 00	
Total assets	$51,715 00	
Debentures or bonds current	$15,880 90	
Bank overdraft		
Municipal overdraft		
Total liabilities	$15,880 90	
Gross Earnings:		
From sale of water	$5.460 92	
By meter		
By contract		
From sale of meters		
From permits tapping mains		
From other sources		
Total income		$5,460 92
Less operating expenses		4,695 50
Surplus for year		$765 42

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	$37 00	
Office supplies and expenses	23 48	
Insurance	62 50	
Legal expenses and damages		
Other expenses		
Wages	1,125 00	
		$1,247 98
Supplies—Fuel	$1,383 97	
Pumping station supplies	36 72	
Filtration supplies.		
Other supplies	413 18	
		1,833 87
For repairs and renewals	$232 58	
Interest on bonds or loans, $16,518, as per December, 1913. estimated at average of 4½%	743 34	
*Paid on principal	637 73	
		1,613 65
Total cost of production.		$4 695 50

*Estimated. No figures given in Report.

Water Works, Municipality of Wingham.

Plant installed, 1879. Extensions in 1899, 1905, 1907, 1910, 1913.
Gravity or pumping system. Gravity.
Number of gallons pumped per year. Not given.
Total daily capacity of pumps, 540,000.
Average daily consumption. No data.
Cost of production for 1,000 gallons. No data.
Population of municipality, 2,500.

Capital Expenditure.

Reservoirs	$7,235 74
Cost of mains	24,007 27
Cost of service pipes	8,521 27
Cost of hydrants	
Cost of real estate and buildings	8,100 00
Other assets	3,192 41
Total assets	$51,056 69
Debentures or bonds current	$48,851 65
Outstanding accounts (estimated)	2,000 00
Other liabilities	1,582 10
Total liabilities	$52,433 75
Less sinking fund	12,226 11
Net liability	$40,207 64

Gross earnings:		
From sale of water		
By meter		
By contract	$2,421 46	
From sale of meters		
From permits tapping mains		
From other sources	350 19	
Total income		$2,771 65
Less operating expenses		1,377 96
Surplus for year		$1,393 69
Operating expenses:		
Salaries of officers, superintendents, clerks, etc.	$330 00	
Office supplies and expenses		
Insurance	32 33	
Legal expenses and damages	57 88	
Other expenses		
Wages	217 41	
		$637 62
Supplies—Fuel	$59 15	
Pumping station supplies		
Filtration supplies.		
Other supplies	304 77	
		363 92
For repairs and renewals		
Interest on bonds or loans	$376 42	
		376 42
Total cost of production		$1,377 96

Water Works, Municipality of Woodstock.

Plant installed, 1880. Purchased by town in 1885, extended in 1885 and 1906.
Gravity of pumping system. Pumping.
Number of gallons pumped per year, 501,974,971.
Total daily capacity of pumps, 8,000,000.
Average daily consumption, 1,375,274.
Cost of production for 1,000 gallons, .03.7.
Population of municipality, 10,154.

Capital Expenditure.

Purchase from old company	$25,000 00
Reservoirs	11,146 91
Cost of mains	81,470 53
Cost of service pipes	20,168 68
Cost of hydrants	5,624 83
Cost of real estate and buildings	12,853 54
Other assets, pumps, springs, conduits	89,246 11
Total assets	$245,510 60
Debentures or bonds current	$195,442 99
Bank overdraft	
Municipal overdraft	
Total liabilities	$195,442 99
Less sinking fund	71,341 69
Net liability	$124,101 30

Gross earnings:		
From sale of water		
By meter	$7,464 29	
By contract	19,856 58	
From sale of meters		
From permits tapping mains		
From other sources	7,513 82	
Total income		$34,834 69
Less operating expenses		19,048 39
Surplus for year		$14,786 30
Operating expenses:		
Salaries of officers, superintendents, clerks, etc.	$992 48	

WATER WORKS, MUNICIPALITY OF WOODSTOCK.—*Continued.*

Office supplies and expenses	388 38		Filtration supplies.		
Insurance			Other supplies		4,469 59
Legal expenses and damages			For repairs and renewals	$2,388 90	
Refunds	7 00		Interest on bonds or loans	8,342 04	10,730 94
Wages	2,460 00	$3,847 86			
Supplies—Fuel and electric power	$3,760 27		Total cost of production		$19,048 39
Pumping station supplies	709 32				

PUBLIC UTILITIES—WATER WORKS.

Tabulated Statement Compiled from Returns of Municipalities for the Year Ending 31st December, 1913.

Name of Municipality.	Total Investment.	Debenture and other Debts.	Sinking Fund.	Net Debt.	Total Income.	Total Outlay.	Surplus.	Deficit.	Cost per 1,000 galls.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
Alexandria									
Amherstburg	4,200 00	Not given		Not given	4,300 00	8,505 00		4,205 00	.05.7
Arnprior	93,615 94	48,472 45		48,472 45	10,092 43	9,105 65	986 78		.07
Aylmer	76,400 57	58,618 86		58,618 86	5,694 12	10,041 73		4,348 61	.08.2
Barrie									
Beamsville	20,200 00	13 775 74		13,775 74	682 17	1,105 18		423 01	no data
Belleville									
Berlin	377,316 10	221,300 69		231,300 69	36,465 72	21,669 33	14,796 39		.05.7
Beeton									
Bracebridge	61,690 98	42,253 97		42,253 97	5,785 13	4,756 01	1,029 12		.13.2
Brampton	152,297 61	45,035 04		45,035 04	13,965 03	9,931 64	4,033 39		.11.5
Brockville									
Bridgeburg	53,896 00	30,977 80		30,977 80	6,180 36	6,442 71	262 35		.02.3
Brantford	630,774 58	630,774 58	215,518 06	415,256 52	79,217 09	63,372 63	15,844 46		.04.6
Campbellville									
Chatham									
Collingwood	89,238 15	38,662 45	13,631 89	25,030 56	15,265 61	17,610 86		2,345 25	.05.8
Cornwall	167,361 00	117,434 91		117,434 91	16,710 34	9,058 39	7,651 95		.01.7
Creemore	23,360 00	26,487 20		26,487 20	750 00	75 00	675 00		no data
Chapleau									
Deseronto	38,000 00	20,200 00		20,200 00	5,359 93	5,557 60		197 67	no data
Dundas	91,977 08	57,005 57	1,882 71	55,122 86	4,389 19	6,239 89		1,850 70	no data
Dunnville									
Exeter									
Essex									
Fenelon Falls	Has no waterworks plant								
Fort Frances	90,668 34	58,376 68		58,376 68	6,368 62	5,251 07	1,117 55		.10.5
Fort William	1,144,198 93	1,144,198 93	120,253 07	1,023,945 86	99,393 47	97,571 97	1,821 50		.08.2
Galt	300,768 25	271,954 88	112,449 18	159,505 70	28,197 42	19,079 55	9,117 87		.05
Gananoque									
Georgetown									
Goderich									
Grimsby									
Guelph	379,593 97				36,324 89	12,552 08	23,772 81		.01.7
Gravenhurst	28,997 38	26,664 52	2,335 48	24,329 04	2,603 83	2,309 66	294 17		.07.7
Hamilton	3,887,412 27	2,402,478 17	274,419 51	2,228,058 66	306,505 67	228,393 59	78,112 08		.06.2

PUBLIC UTILITIES—WATER WORKS.—*Continued.*

Tabulated Statement Compiled from Returns of Municipalities for Year Ending 31st December, 1913.

Name of Municipality.	Total Investment.	Debenture and Other Debts.	Sinking Fund.	Net Debt.	Total Income.	Total Outlay.	Surplus.	Deficit.	Cost per 1,000 galls.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
Hanover									
Hawkesbury	148,000 00	115,660 00		115,660 00	5,586 82	8,937 59		3,350 77	.04.9
Huntsville									
Iroquois									
Kenora	230,280 60	150,671 56		150,671 56	22,195 24	19,153 04	3,042 20		no data
Kincardine									
Kingsville	33,000 00	16,243 05		16,243 05	3,368 62	3,060 11	308 51		no data
Kingston									
Leamington									
Lucknow									
Lindsay	145,794 79	97,662 56		97,662 56	17,755 36	10,526 08	7,229 28		.04.4
Listowel									
London	1,295,848 99	989,523 66	83,087 03	906,436 63	123,612 00	73,864 08	49,747 92		.04.7
Markham									
Merritton	87,723 52	15,828 43		15,828 43	6,281 98	5,971 75	310 23		no data
Milton									
Mitchell	12,944 75	12,000 00		12,000 00	2,045 00	1,689 00	356 00		no data
Morrisburg	35,000 00	Not given		Not given	4,243 66	5,162 46		918 80	"
Mount Forest	35,000 00	23,511 16		23,511 16	3,142 51	4,074 77		932 26	.10.1
Midland	115,939 66	69,479 57		69,479 57	12,384 93	9,660 54	2,724 39		no data
New Liskeard	73,225 00	Not given	Not given	Not given	Not given	Not given	Not given	Not given	no data
Newmarket									
Niagara	42,000 00	16,900 47		16,900 47	3,868 20	3,617 84	250 36		no data
North Bay									
Orangeville	53,168 01	28,191 16		28,191 16	3,455 38	6,645 82		3,190 44	no data
Orillia									
Oshawa	167,285 97	119,850 24		119,850 24	16,167 99	10,187 40	5,980 59		.05.4
Ottawa									
Owen Sound									
Paisley									
Paris									
Parry Sound									
Penetang	65,040 18	48,555 44	9,655 65	38,899 79	7,669 75	8,151 01		481 26	.08.9
Peterboro	584,195 22	533,930 26	100,192 85	433,737 41	52,296 61	38,379 04	13,917 57		.03.7
Pembroke									
Petrolea	191,914 45	93,351 12		93,351 12	16,446 51	15,027 40	419 11		.05.1
Picton									

PUBLIC UTILITIES—WATER WORKS.—Concluded.

Tabulated Statement Compiled from Returns of Municipalities for the Year Ending 31st December, 1913.

Name of Municipality.	Total Investment.	Debenture and Other Debts.	Sinking Fund.	Net Debt.	Total Income.	Total Outlay.	Surplus.	Deficit.	Cost per 1,000 gals.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
Port Arthur	1,716,855 00	1,320,275 00	76,371 34	1,243,903 66	51,465 15	89,109 25	.....	37 644 10	.11.3
Port Colborne	46,876 85	32,223 89	.....	32,223 89	2,823 97	3,148 08	.....	324 11	.08.1
Port Elgin	42,000 00	36,852 15	.....	36,852 15	844 59	2,730 56	.....	1,885 97	no data
Port Hope	.....	.....	.....	.....	.....	.....	.....	.....	.....
Port Perry	7,000 00	20,894 00	.....	20,894 00	consolidated	with electric	light plant	.....	no data
Prescott	.....	.....	.....	.....	.....	.....	.....	.....	.....
Preston	.....	.....	.....	.....	.....	.....	.....	.....	.....
Renfrew	220,690 29	78,166 63	.....	78,166 63	13,387 34	8,810 55	4,576 79	.....	.03.6
Sarnia	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seaforth	14,500 00	.....	.....	.....	1,578 10	1,580 14	.....	2 04	no data
Shelburne	19,900 00	27,683 31	.....	27,683 31	1,490 00	2,392 58	.....	902 58	no data
Simcoe	92,278 56	72,708 19	.....	72,708 19	10,819 14	7,020 22	3,788 92	.....	.13.8
Smith's Falls	162,000 00	140,728 16	.....	140,728 16	18,077 58	10,981 09	7,096 29	.....	.01.5
Southampton	43,850 67	34,144 47	.....	34,144 47	2,574 34	3,856 46	.....	1,282 12	.04.5
Stayner	25,000 00	15,431 46	.....	15,431 46	1,140 17	707 26	432 91	.....	.01.9
St. Catharines	842,323 74	586,800 00	105,584 48	481,215 52	52,263 96	35,187 13	17,076 83	.....	.04
St. Thomas	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Mary's	.....	.....	.....	.....	.....	.....	.....	.....	.....
Steelton	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stratford	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stouffville	30,000 00	15,272 00	.....	15,272 00	835 32	892 50	.....	57 18	no data
Strathroy	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sturgeon Falls	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sudbury	214,214 45	84,504 38	.....	84,504 38	21,379 70	16,298 61	5,081 09	.....	.04.25
Teeswater	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thessalon	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tilbury	22,252 55	4,513 00	.....	4,513 00	1,065 00	1,808 50	.....	743 50	.06.9
Toronto	12,182,907 31	12,579,905 78	1,609,108 23	10,970,797 55	1 080,493 01	1,221,864 23	.....	141,371 22	.06.9
Walkerton	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodstock	245,510 60	195,442 99	71,341 69	124,101 30	34,834 69	19,048 39	14,786 30	.....	.03.7
Wiarton	51,715 00	15,880 90	.....	15,880 90	5,460 92	4,695 50	765 42	.....	.01.4
Wingham	51,056 69	52,433 75	12,226 11	40,207 64	2,771 65	1,377 96	1,393 69	.....	no data
Waterloo	114,296 07	79,456 71	.....	79,456 71	14,355 36	10,642 51	3,712 85	.....	.07.8
Welland	213,107 18	178,750 00	41,790 00	136,960 00	23,194 28	20,510 57	2,683 71	.....	.03.86
Whitby	.....	.....	.....	.....	.....	.....	.....	.....	.....

PUBLIC UTILITIES—WATER WORKS.

Tabulated Statement compiled from returns from Municipalities for year ending Dec. 31st, 1913.

Municipality.	Population.	Water production in gallons.	Cost per 1,000 gallons.
Alexandria			
Amherstburg	2,650	150,000,000	.05.7
Arnprior	4,200	130,000,000	.07
Aylmer	2,264	122,250,000	.08.2
Barrie			
Beamsville	1,040	not given	no data
Belleville			
Berlin	18,338	379,565,000	.05.7
Beeton			
Bracebridge	3,000	36,000,000	.13.2
Brampton	3,578	86,021,000	.11.5
Brantford	26,500	1,381,378,655	.04.6
Bridgeburg	2,019	262,800,000	.02.3
Brockville			
Campbellville			
Chatham			
Collingwood	7,500	302,708,000	.05.8
Cornwall	6,500	55,000,000	.01.7
Creemore	600	not given	no data
Chapleau			
Deseronto	2,329	not given	no data
Dundas	4,604	"	"
Dunnville			
Exeter			
Essex			
Fenelon Falls		has no water plant	
Fort Frances	3,000	50,000,000	.10.5
Fort William	25,000	1,186,000,000	.08.2
Galt	11,932	375,751,038	.05
Gananoque			
Georgetown			
Goderich			
Grimsby			
Guelph	16,319	722,516,700	.01.7
Gravenhurst	2,000	29,770,000	.07.7
Hamilton	100,800	3,661,893,333	.05.2
Hanover			
Hawkesbury	4,640	182,500,000	.04.9
Huntsville			
Iroquois			
Kenora	6,000	not given	no data
Kincardine			
Kingsville	1,901	not given	no data
Kingston			
Leamington			
Lindsay	7,650	240,000,000	.04.4
Listowel			
London	52,370	1,567,750,000	.04.7
Lucknow			
Markham			
Merritton	2,292	not given	no data
Milton			
Mitchell	1,746	not given	no data
Morrisburg	1,600	"	"
Mount Forest	1,920	20,000,000	.10.1
Midland	6,143	not given	no data
New Liskeard	3,000	"	"
Newmarket			
Niagara	1,666	not given	no data
Niagara Falls			

PUBLIC UTILITIES—WATER WORKS.—Concluded.

Tabulated Statement compiled from returns from Municipalities for year ending Dec. 31, 1913.

Municipality.	Population.	Water production in gallons.	Cost per 1,000 gallons.
North Bay			
Orangeville	2,323	not given	no data
Orillia			
Oshawa	8,248	189,976,514	.05.4
Ottawa			
Owen Sound			
Paisley			
Paris			
Parry Sound			
Penetang	4,000	91,250,000	.08.9
Peterboro	20,653	1,040,032,000	.03.7
Pembroke			
Petrolea	4,500	311,728,392	.05.1
Picton			
Port Arthur	18,025	793,705,600	.11.3
Port Colborne	2,200	36,500,000	.08.1
Port Elgin	1,300	not given	no data
Port Hope			
Port Perry	1,200	not given	no data
Prescott			
Preston			
Renfrew	4,348	247,000,000	.03.6
Sarnia			
Seaforth	1,925	not given	no data
Shelburne	950	"	"
Simcoe	4,250	50,736,000	.13.8
Smith's Falls	6,130	705,351,885	.01.5
Southampton	2,000	85,000,000	.04.5
Stayner	1,000	36,500,000	.01.9
St. Catharines	16,500	875,000,000	.04.
St. Thomas			
St. Mary's			
Steelton			
Stratford			
Stouffville	1,000	not given	no data
Strathroy			
Sturgeon Falls			
Sudbury	7,000	383,719,000	.04.25
Teeswater			
Thessalon			
Tilbury	1,706	26,207,000	.06.9
Toronto	500,000	17,527,462,325	.06.9
Walkerton			
Woodstock	10,154	501,974,971	.03.7
Wingham	2,500	not given	no data
Waterloo	4,800	135,036,700	.07.8
Welland	7,000	531,881,520	.03.86
Whitby			
Wiarton	2,029	324,000,000	.01.4

We beg to submit report upon the operation of the Electric Railways under the jurisdiction of this Board, for the year ending 30th June, 1914. This report exhibits the revenue, outlays and general statistics relating to the various companies and municipalities operating Electric Railways. A statement is submitted showing the betterments effected by the various railways, and a comparison is furnished showing the variation in the traffic of the various railways between the years 1913 and 1914.

REPORT OF THE

BERLIN & NORTHERN RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operating	$8,417 35	
Less operating expenses	7,567 51	
Gross income over operating expenses		$849 84
Charges upon Income:		
Interest on funded debt	$120 00	
Interest on unfunded debt and loans	1,282 25	
Taxes—Municipal $153 64		
Provincial 38 80		
	192 44	
Total deductions from income		1,594 69
Deficit for year ending June 30th, 1914		$744 85
Earnings from Operation:		
From passengers carried	$7,992 75	
From mails	157 00	
From advertising in cars	112 50	
From other sources	155 10	
Total gross earnings from operation		$8,417 35
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$1,134 55	
General office expenses and supplies	75 00	
Legal expenses	239 90	
Insurance	.....	
		$1,449 45
Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses and office rent	273 54	
		$273 54
Maintenance Roadway and Buildings:		
Repair roadbed and track Repair electric line construction	978 13	
Repair of buildings	30 51	
		$1,008 64
Maintenance of Equipment:		
Repairs, cars and other vehicles	.....	
Repairs of electric equipment of cars Renewals of tools and machinery	$913 72	
		$913 72
Transportation Expenses:		
Cost of motive power, including track, power, barn and building rentals	$1,799 83	
Wages of persons conducting transportation	2,106 28	
Removal of snow and ice	6 05	
Damages for injuries to persons and to property	10 00	
		$3,922 16

Other Transportation Expenses:		
Car service expenses and supplies	.....	
Cleaning, oiling and sanding tracks	.....	
Total operating expenses		$7,567 51

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks	$30,158 07	
Pavement improvements, engineering and other expenses incident to construction	1,250 07	
Electric line construction, including poles and wiring	1,394 93	
Total cost of railway owned		$32,803 07
Cost of Equipment:		
Cars and other rolling stock and vehicles	$2,162 30	
Cost of electric equipment of same	.....	
Other items of equipment, tools	305 00	
Office furniture	409 14	
Total cost equipment		$2,876 44
Cost of Land and Buildings:		
Land necessary for operation of railway	$3,804 67	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	6,222 16	
Total cost of land and buildings owned		$10,026 83
Cash	.....	
Bills and accounts receivable	$163 16	
Other current assets	.....	
		$163 16
Profit and loss balance deficit		744 85
Total assets		$46,614 35
Liabilities:		
Capital stock	$17,400 00	
Funded debt	2,400 00	
		$19,800 00
Current Liabilities:		
Loans and notes payable	$25,563 97	
Audited voucher and accounts	.....	
Miscellaneous current liabilities	1,250 38	
		$26,814 35
Accrued Liabilities:		
Interest accrued and not due	.....	
Profit and loss account balance surplus	.....	
Total liabilities		$46,614 35
Capital Stock:		
Authorized by law	$400,000 00	
Authorized by votes of company	.....	
Outstanding	17,400 00	
Number of stockholders	14	

FUNDED DEBT.

Description of Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
First mortgage	5%		$2,400	$120

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	199,818
Number carried per mile of main track operated	63,434
Number of car miles run	35,431
Average number of persons employed	4
Company commenced operation	

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Trailers.	Equipped for electric power.	Number equipped.	Total passenger cars.	Equipped with fenders.	Equipped with electric heaters.	Equipped with stoves.
Box passenger cars							
Open passenger cars	1	2				2	1
Total	1	2				2	1
Cars other service—							
Other cars (motor)							
Snow plows							

MISCELLANEOUS EQUIPMENT.

Highway vehicles	
Tower wagon	
Tip carts	

RAILWAY OWNED AND OPERATED.

	Miles.
Length of railway line computed as single track	3.15
Length of sidings and switches	0.1

ACCIDENTS TO PERSONS.

Killed and injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured,	Killed.	Injured.	Killed.	Injured.
Passengers						
Employees						
Other persons						
Totals						

Corporate name and address of the Company: The Berlin & Northern Railway Co., Berlin, Ont.

Names and business addresses of principal officers: William H. Breithaupt, Berlin, Ont.; John S. Anthes, Berlin, Ont.; Joseph H. Wuest, Berlin, Ont.

Names and residence of Board of Directors: William H. Breithaupt, Berlin, Ont.; Louis J. Breithaupt, Berlin, Ont.; John S. Anthes, Berlin, Ont.; Alexander Millar, Berlin, Ont.; George M. Shirk, Bridgeport, Ont.

We hereby certify that the statements contained in foregoing report are full, just and true.

W. H. Breithaupt
Geo. M. Shirk
Directors of the Berlin & Northern Railway Company.
J. H. Wuest,
Treasurer, Superintendent.

Then personally appeared the above named and severally made oath that the foregoing certificate by them subscribed is to the best of their knowledge and belief true.
Before me,

H. I. Sims,
A Notary Public, Ontario.

This Company reports the following additions to Property Account during the year ending June 30th, 1914:

Work on extensions	$4,347 56
Improvement of line, straightening curves, etc.	2,311 39
Total	$6,658 95

REPORT OF THE BERLIN & WATERLOO STREET RAILWAY

For the Year Ending December 31st, 1914.

General Exhibit:		
Gross earnings from operating	$51,431 60	
Less operating expenses	36,569 34	
Gross income over operating expenses		$14,862 26
Charges upon Income:		
Accrued during year		
Interest on funded debt	$8,723 27	
Interest on unfunded debt and loans	780 22	
Depreciation	4,924 03	
Bad accounts written off	29 04	
Payment to municipalities for franchise		
Total deduction from income		$14,456 56
Total surplus for year ending June 30th, 1914		$405 70
Earnings from Operation:		
From passengers carried	$45,241 94	
From mails	1,805 59	
From advertising in cars	564 00	
*From other sources	3,820 07	
Total gross earnings from operation		$51,431 60
*From carriage of express and parcels $233 15		
From tolls for use of tracks by other companies 3,586 92		
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$1,392 29	
General office expenses and supplies	1,169 66	
Legal expenses	37 35	
Insurance	2,054 17	
		$4,653 47

Other General Expenses:		
Advertising, uniforms, etc.	$1,909 19	
Miscellaneous general expenses, heating barns and cars	319 32	
		$2,228 51
Maintenance Roadway and Buildings:		
Repair roadbed and track, Repair electric line construction	$1,819 10	
Repair of buildings	4 94	
		$1,824 04
Maintenance of Equipment:		
Repairs, cars and other vehicles, Repairs of electric equipment of cars	$4,504 21	
Repairs, storage battery and miscellaneous equipment	95 05	
Renewals of tools and machinery	.....	
		$4,599 26
Transportation Expenses:		
Cost of motive power	$7,422 48	
Wages of persons conducting transportation	12,351 27	
Removal of snow and ice	115 10	
Damages for injuries to persons and to property	.....	
		$19,888 85
Other Transportation Expenses:		
Supplies used	$1,910 40	
Crossing expenses	1,464 81	
		$3,375 21
Total operating expenses		$36,569 34

General Balance Sheet, 31st December, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks		
Electric line construction, including poles and wiring		
Total cost of railway owned		
Cost of Equipment:		
Cars and other rolling stock and vehicles		
Cost of electric equipment of same		
Other items of eqipment		
Office furniture		
Total cost equipment		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost railway, equipment and of land and buildings owned		$181,346 84
Cash	$683 02	
Bills and accounts receivable	2,544 06	
Other current assets	.....	
Miscellaneous assets	.....	
Material and supplies	10,402 44	
		$13,629 52
Profit and loss balance deficit		
Total assets		$194,976 36
Liabilities:		
Capital stock	.....	
Funded debt	$157,914 24	
		$157,914 24
Current Liabilities:		
Loans and notes payable, Bank overdraft	$51 33	
Audited voucher and accounts	3,708 48	
Miscellaneous current liabilities	.....	
		3,759 81

Accrued Liabilities:		
Interest accrued and not due	$3,807 03	
Depreciation account	26,972 08	
*Profit and loss account balance surplus, 1913	2,117 50	
		32,896 61
Profit and loss account balance surplus, for 1914		405 70
Total liabilities		$194,976 36
Capital Stock:		
Authorized by law	.....	.....
Authorized by votes of company	.....	.....
Outstanding	.....	.....
Number of stock holders	.....	.....

FUNDED DEBT.

Description of Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
No details given				

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	1,108,031
Number carried per mile of main track operated	236,759
Number of car miles run	211,479
Average number of persons employed	24
Company commenced operation	.....

*Surplus of last year's operation of $4,160.24 was paid out in the proportion of 75% to the City of Berlin and 25% to the City of Waterloo.

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Trailer Cars.	Equipped for Electric Power.	Number Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Equipped with Stoves.
Box passenger cars	1	7	.....	.....	8	7	1
Open passenger cars	4	2	.....	.....	2	.....	.....
Total	5	9	.....	.....	10	7	1
Cars—other service:							
Tool cars	....	1	.....	.....	.....	.....	.....
Snow sweepers	....	1	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

Highway vehicles	None
Tower wagon	
Tip carts	

RAILWAY OWNED AND OPERATED.

	Miles.
Length of railway line computed as single track—	4.68
Length of sidings and switches	.38

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
Passengers						
Employees						
Other persons			1	1	1	1
Totals			1	1	1	1

Corporate name and address of the Company: The Berlin & Waterloo Street Railway, 93 King Street West, Berlin, Ont.

Names and business addresses of principal officers: Chairman, George Lippert, Louisa St., Berlin, Ont.; Vice-Chairman, August R. Lang, Francis St., Berlin, Ont.; Treasurer and Secretary, V. S. McIntyre, 93 King St. W., Berlin, Ont.; General Counsel, J. A. Scellen; Auditor, F. M. Scully, F.C.A.,; General Manager and Superintendent, V. S. McIntyre.

Names and residences of Board of Directors: George Lippert, August Lang, Carl Kranz, D. B. Detweiler, Berlin, Ont.

We hereby certify that the statements contained in the foregoing Report are full, just and true: G. Lippert, Chairman; V. S. McIntyre, Superintendent.

Sworn to before: H. J. Sims, a Notary Public.

THE BERLIN & WATERLOO STREET RAILWAY COMPANY.

This Company reports the following additions to property accounts for the year ending June 30th, 1914.

New electric line construction		$17 72
Paving and concrete foundations		13,711 61
Electric equipment of cars		150 96
		$13,880 29
Less sale of old shed	$75 00	
Less sale of old steam pipe	4 78	
		79 78
Total net additions to property accounts		$13,800 51

THE CORNWALL STREET RAILWAY LIGHT & POWER COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operating	$33,366 07	
Less operating expenses	25,952 32	
Gross income over operating expenses		$7,413 75

Charges upon Income:		
Transfer to depreciation reserve, $2,500; to injury and damage res., $500	$3,000 00	
Taxes, municipal	794 14	
		3,794 14
Surplus for year ending June 30th, 1914		$3,619 61
Surplus as per June 30th, 1913		14,342 20
Total surplus as per June 30th, 1914		$17,961 81
Earnings from Operation:		
From passengers carried	$19,668 11	
From mails	697 52	
From freight	9,860 59	
From advertising	415 50	
From power	480 28	
From park, boathouse, etc.	2,065 31	
From interest	158 76	
From conscience money	20 00	
Total gross earnings from operation		$33,366 07
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$1,273 70	
General office expenses and supplies	604 02	
Legal expenses	70 00	
Insurance	522 20	
		2,469 92
Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses, special interest	$900 00	
		900 00
Maintenance Roadway and Buildings:		
Repair roadbed and track	$2,170 48	
Repair electric line construction	158 38	
Repair of buildings, park, boathouse, etc.	2,032 62	
		4,361 48
Maintenance of Equipment:		
Repairs, cars and other vehicles	$2,821 75	
Repairs of electric equipment of cars	1,006 70	
Repair to water plant, $81.56; steam plant, $39.34	120 90	
Renewals of tools and machinery	.....	
		3,949 35
Transportation Expenses:		
Cost of motive power	$2,017 57	
Wages of persons conducting transportation	10,500 41	
Removal of snow and ice	.....	
Damages for injuries to persons and to property	413 14	
		12,931 12
Other Transportation Expenses:		
Miscellaneous	$738 10	
Cleaning, oiling and sanding tracks	602 35	
		1,340 45
Total operating expenses		$25,952 32

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:			
Cost of Railway:			
Roadbed and tracks			
Electric line construction, including poles and wiring			
Total cost of railway owned			
Cost of Equipment:			
Cars and other rolling stock and vehicles			
Cost of electric equipment of same			
Other items of equipment			$218,455 29
Office furniture			
Total cost equipment			
Cost of Land and Buildings:			
Land necessary for operation of railway			
Electric power stations, including equipment			
Other buildings necessary for operation of railway			
Total cost of land and buildings owned			
Cash		$7,939 69	
Bills and accounts receivable		4,052 74	
Other current assets, loan to Sun Life Assurance Co.		12,000 00	
Miscellaneous assets, charges paid in advance		76 81	
Material and supplies			$24,069 24
Profit and loss balance deficit			
Total assets			$242,524 53
Liabilities:			
Capital stock, common		$100,000 00	
Capital stock, preferred		$100,000 00	$200,000 00
Current Liabilities:			
Loans and notes payable			
Audited voucher and accounts		$2,030 30	
Advertising revenue received in advance		180 00	
Miscellaneous current liabilities, outstanding tickets		852 42	$3,062 72
Accrued Liabilities:			
Total reserve for depreciation	$17,500 00		
Total reserve for injuries and damages	4,000 00	$21,500 00	
Profit and loss account balance surplus as per June 30th, 1914		17,961 81	$39,461 81
Total liabilities			$242,524 53
Capital Stock:			
Authorized by law: common, $100,000.00; preferred, $100,000.00		$200,000 00	
Authorized by votes of company			
Outstanding: common, $100,000; preferrel, $100,00		200,000 00	
Number of stock holders			

FUNDED DEBT.

Description of Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
None				

Volume of Traffic, Etc.

Number of paying passengers carried during year	452,789
Number carried per mile of main track operated	113,197
Number of car miles run { Passenger 197,769 / Freight 18,973 }	216,742
Average number of persons employed	38
Company commenced operation	.....

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Number Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars	7	.....	.....	.....	.....	.....
Open passenger cars	3	.....	.....	.....	.....	.....
Total	10	.....	.....	.....	.....	.....
Cars—other service:						
Other cars (motor)	.....	.....	.....	.....	.....	.....
Snow plows	.....	.....	.....	.....	.....	.....

Miscellaneous Equipment.

Highway vehicles	.....
Tower wagon	.....
Tip carts	.....

Railway Owned and Operated.

	Miles.
Length of railway line computed as single track	4
Length of sidings and switches	2.5

Accidents to Persons.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	.....	.....	.....	.....	.....	.....
Employees	.....	.....	.....	.....	.....	.....
Other persons	.....	.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....	.....	.....

Corporate name and address of the company: Cornwall Street Railway, Light & Power Co., Limited, Cornwall, Ont.

Name and business address of principal officers: President, Samuel Hamilton Ewing, 102 King St., Montreal; Vice-President, Abner Kingman, 137 Board of Trade Building, Montreal; Treasurer, Ernest A. Macnutt, Sun Life office, Montreal; Auditor, P. S. Ross & Sons, Montreal; General Manager, William Hodge, Cornwall.

Names and residence of Board of Directors: Samuel Hamilton Ewing, Montreal; Abner Kingman, Montreal; John Redpath Dougall, Montreal; John McKergow, Westmount; Thomas Basett Macaulay, Westmount.

Report is certified to as to correctness by: J. C. Broderick, Cashier; Wm. Hodge, Manager.

Sworn to before: O. J. Gillies, Justice of the Peace.

CORNWALL STREET, LIGHT & POWER COMPANY.

This company reports the following net additions to Property Accounts during the year ending June 30th, 1914.

New cable under canal	$120 54
New armature	242 38
	$362 92
Less sundry old material sold	68 25
New additions to Property Accounts	$294 67

FORT WILLIAM ELECTRIC RAILWAY.

For the Six Months Ending June 30, 1914.

General Exhibit:		
Gross earnings from operation	$70,411 85	
Less operating expenses	49,996 69	
Net earnings from operation		$20,415 16
Charges upon Income:		
Sinking fund, $11,847.58, and interest on funded debt, $20,645.00	$32,492 58	
Reserve for accidents	2,940 80	
		$35,433 38
Total deficit, June 30th, 1914		$15,018 22
Earnings from Operation:		
Receipts from passengers carried	$67,262 60	
Receipts from mails	225 00	
Receipts from express and parcels	1,418 20	
Receipts from freight	803 12	
Receipts from advertising in cars	657 50	
Receipts from sale of scrap	11 38	
Receipts, profit on work executed for outside concerns	34 05	
Gross earnings from operation		$70,411 85
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$2,347 89	
General office expenses and supplies	461 53	
Legal expenses	.....	
Insurance	1,118 92	
		$3,928 34

Other General Expenses:			
Store expenses		$32 96	
Miscellaneous general expenses		178 42	
			$211 38
Maintenance Roadway and Buildings:			
Repair roadbed and track		$2,522 35	
Repair electric line construction		1,509 48	
Repair of buildings		132 11	
			$4,163 94
Maintenance of Equipment:			
Repairs, cars and other vehicles		$3,471 34	
Repairs of electric equipment of cars		1,955 49	
Repair shop machinery	$140 86		
Repair generator	16 31		
Shop expense and superintendence	1,735 56		
		1,892 73	
			$7,319 56
Transportation Expenses:			
Cost of motive power		$11,280 26	
Wages of persons conducting transportation		20,472 37	
Removal of snow and ice		165 86	
300 K.W. generator, $433.30; baggage car, $300.00		733 30	
Damages for injuries to persons and to property		.....	
			$32,651 79
Other Transportation Expenses:			
Car service expenses and supplies		$1,409 12	
Cleaning, oiling and sanding tracks		312 56	
			$1,721 68
Total operating expenses			$49,996 69

GENERAL BALANCE SHEET, 31ST DECEMBER, 1914.

Assets:			
Cost of Railway:			
Roadbed and tracks			
Electric line construction, including poles and wiring			
Total cost of railway owned			
Cost of Equipment:			
Cars and other rolling stock and vehicles			
Cost of electric equipment of same			
Other items of equipment		$874,000 00	
Office furniture			
Total cost equipment			
Cost of Land and Buildings:			
Land necessary for operation of railway			
Electric power stations, including equipment			
Other buildings necessary for operation of railway.			
Total cost of railway, equipment, land and buildings owned			
Cash		$150 00	
Bills and accounts receivable		6,743 68	
Debentures sinking fund deposited in bank		103,430 18	
Miscellaneous assets		.....	
Material and supplies		7,216 39	
			$117,540 25
Profit and loss balance deficit			15,018 22
Total assets			$1,006,558 47

Liabilities:		
Capital stock		.....
Funded debt		$874,000 00
Current Liabilities:		
Loans and notes payable	.....	
Audited voucher and accounts	$25,385 97	
Tickets in circulation	801 52	
		$26,187 49
Accrued Liabilities:		
Debenture sinking fund	.....	103,430 18
Reserve for accidents	.....	2940 80
Total liabilities		$1,006,558 47

Capital Stock:
Authorized by law .....
Authorized by votes of Company .....
Outstanding . . ..
Number of stock holders .....

Railway is owned by the City of Fort William.

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
Twelve various issues.....	From 4½% to 5%	From 1924 to 1942	$874,000	20,645

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year.....	1,651,052
Number carried per mile of main track operated.....	76,793
Number of car miles run.....	312,069
Average number of persons employed	74
Company commenced operation	.....

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Equipped for Electric Power.	Trailers.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Equipped with P.S. Heaters.
Box passenger cars	24	2	.....	24	11	13
Open passenger cars platform cars ..	.....	1	.....	.....	.....	.....
Total	24	3	.....	24	11	13
Cars—other service:						
Other cars (motor).....	.....	.....	.....	.....	.....	.....
Snow sweeper.....	1	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

Highway vehicles	.....
Tower wagon	.....
Tip carts	.....

RAILWAY OWNED AND OPERATED.

	Miles.
Length of railway line computed as single track	21.5
Length of sidings and switches	.260

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	.....	.....	.....	.....	.....	.....
Employees	.....	.....	.....	1	.....	1
Other persons	.....	.....	.....	.....	.....	.....
Totals	.....	.....	.....	1	.....	1

Corporate name and address of the Company: The Fort William Electric Railway, Fort William, Ont.

Principal officers: Chairman, Robert J. Manion, Esq., Fort William; Treasurer, H. James, City Hall; Fort William; Clerk of Corporation, A. McNaughton, City Hall, Fort William; General Counsel, Morris & Babe, Fort William; Auditor, J. Cosgrave, City Hall, Fort William; General Manager, M. O. Robinson, Fort William; Secretary, A. R. Henman, Fort William.

Street Railway Committee: Robert J. Manion, Esq., Fort William; Harry Murphy, Esq., Fort William; Marshall B. Dean, Esq., Fort William; Albert H. Dennis, Esq., Fort William; Samuel C. Young, Esq. (Mayor), Fort William.

Report is certified to by: A. H. Dennis, Chairman of the Street Railway Committee; H. Jones, Treasurer; M. O. Robinson, Superintendent.
Sworn to before: John McClure, Justice of the Peace.

FORT WILLIAM ELECTRIC.

This road has been separated from the Port Arthur Railway. No additions to property accounts are mentioned in the Report submitted for the 6 months ending June 30th, 1914.

GALT, PRESTON & HESPELER STREET RAILWAY COMPANY, LIMITED.

(Including the Berlin, Waterloo, Wellesley & Lake Huron).

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operating	$215,064 00	
Less operating expenses	126,304 32	
Gross income over operating expenses		$88,759 68
Charges upon Income:		
10% dividend on capital stock	$12,500 00	
Interest on funded debt	17,040 00	
Interest on unfunded debt and loans	151 46	
Taxes, municipal, $3,569.39; provincial, $149.50	3,718 89	
Sundry account receivable, struck off	2,398 62	
Payment to municipalities for franchise	.....	
Total deduction from income		$35,808 97
Surplus		$52,950 71

Earnings from Operation:			
From passengers carried		$99,043 66	
From mails		1,875 07	
From advertising in cars		.....	
*From interest on deposits	$68 73		
From carriage of express and parcels	7,782 97		
From carriage of freight	105,068 29		
From tolls for use of tracks by other companies	600 00		
From rentals of buildings and other property	552 62		
From carrying newspapers	53 50		
From baggage	1 12		
From weighing machines	5 94		
From sale of electric current	12 10		
*From other sources		114,145 27	
Total gross earnings from operation			$215,064 00
Expenses of Operation:			
General Expenses:			
Salaries of officers and clerks		$19,042 15	
General office expenses and supplies		2,040 82	
Legal expenses		250 61	
Insurance		5,200 00	
			26,533 58
Other General Expenses:			
Advertising and attractions		$50 45	
Park		198 69	
Miscellaneous general expenses		4,890 97	
			$5,140 11
Maintenance Roadway and Buildings:			
Repair roadbed and track		$14,302 88	
Repair electric line construction		2,088 62	
Repair of buildings		1,253 23	
			17,644 73
Maintenance of Equipment:			
Repair, cars		$720 35	
Repair of miscellaneous equipment		965 43	
Repairs of electric equipment of cars		4,752 79	
Provender and stabling		1,304 06	
			7,742 63
Transportation Expenses:			
Cost of motive power		$21,613 74	
Wages of persons conducting transportation		33,938 60	
Removal of snow and ice		833 13	
Damages for injuries to persons and to property		100 00	
			56,485 47
Other Transportation Expenses:			
Tolls for trackage over other railways		$1,800 00	
Rentals of buildings and other property		174 60	
Other transportation expenses (not specified)		10,783 20	
			12,757 80
Total operating expenses			$126,304 32

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks		
Electric line construction, including poles and wiring		
Total cost of railway owned		
Cost of Equipment:		
Cars and other rolling stock and vehicles		
Cost of electric equipment of same		
Other items of equipment		$967,686 74
Office furniture		
Total cost equipment		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of railway, equipment and of land and buildings owned		
Cash		
Bills and accounts receivable	$41,981 10	
Insurance paid in advance	3,083 32	
Agents balances and claims	18,430 53	
Material and supplies	6,254 31	
		69,749 26
Profit and loss balance deficit		
Total assets		$1,037,436 00
Liabilities:		
Capital stock	$125,000 00	
Funded debt	426,000 00	
		551,000 00
Current Liabilities:		
Loans and notes payable, Imperial Bank overdraft	$1,636 70	
Audited voucher and accounts	7,921 36	
Freight interchange due other roads	28,863 67	
Miscellaneous current liabilities, salaries and wages	7,869 75	
		46,291 48
Accrued Liabilities:		
Interest accrued and not due	$8,520 00	
*Reserves	378,673 81	
Profit and loss account balance surplus for year 1913-14	52,950 71	
		440,144.52
Total liabilities		$1,037,436 00
Capital Stock:		
Authorized by law		500,000 00
Authorized by votes of company		
Outstanding		125,000 00
Number of stock holders		8

*To the "Reserves" annually is transferred the surplus for the previous year's operations.

Funded Debt.

Description of Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
First Mortgage	4%	.....	426,000	17,040

Volume of Traffic, Etc.

Number of paying passengers carried during year	1,327,995
Number carried per mile of main track operated	73,532
Number of car miles run	406,393
Average number of persons employed	111
Company commenced operation	.....

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Number Equipped.	Total Passenger Cars.	Equipped with Stoves.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars	11	.....	.. ...	2	9	
Open passenger cars	4	.....	.. ...	.....	.....	.....
Total	15	.....	.....	2	9	.....
Cars—other service:						
Electric Locomotive	1	.....	.....	.....	.....	.....
Baggage and Mail Express Cars.....	2	.....	.....	.....	.....	.....
Cattle and Box Cars.....	3	.....	.....	.....	.....	.....
Platform Cars	1	.....	....	.....	.....	.....
Tool cars	2	.....	.....	.....	.....	.....
Snow Sweepers	2	.....	.....	.....	.....	.....
Snow plows	3	.....	.....	.....	.....	.....

Miscellaneous Equipment.

Highway vehicles	.....
Tower wagon	.....
Tip carts	.....

Railway Owned and Operated.

	Miles.
Length of railway line computed as single track	18.06
Length of sidings and switches	17.18

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers	.....	1	.....	.....	.....	1
Employees	.....	6	.....	.....	.....	6
Other persons	.....	1	.....	.....	.....	1
Totals	.....	8	...	.....	.....	8

Corporate name and address of the company: Galt, Preston & Hespeler Street Railway Company, Limited, Galt, Ont.

Names and business addresses of principal officers: President, Martin W. Todd, Galt, Ont.; Vice-President, George D. Forbes, Hespeler, Ont.; Treasurer and Clerk of Corporation, Wm. H. Lutz, Galt, Ont.; Auditors, G. C. Easton and J. M. Irwin, Galt, Ont.; General Manager, Martin W. Todd, Galt, Ont.; Superintendent, M. W. Kirkwood, Preston, Ont.

Names and residence of Board of Directors: Martin W. Todd, Galt, Ont.; George D. Forbes, Hespeler, Ont.; J. T. Arundell, Toronto, Ont.; Hugh McCulloch, Galt, Ont.; Frederick Clare, Preston, Ont.

We hereby certify that the statements contained in foregoing report are full, just and true. Wm. H. Lutz, Treasurer, Martin N. Todd, Manager, of the Galt, Preston & Hespeler Street Railway Company, Limited.

Then personally appeared the above named and severally made oath that the foregoing certificate by them subscribed is to the best of their knowledge and belief true.

Before me

D. S.
J. P. for the County of Waterloo.

GALT, PRESTON & HESPELER, STREET RAILWAY COMPANY, LIMITED.

This company reports the following additions to property accounts for the year ending June 30th, 1914.

Siding	$2,032 26
Two second-hand cabooses	700 00
500 K.W. equipment	13,340 91
Additional land necessary for operation of railway	2,486 09
Bridge	2,056 44
Feed wire	4,967 89
Total	$25,583 59

*GUELPH RADIAL RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31ST, 1914.

General Exhibit:		
Gross earnings from operating	$48,229 55	
Less operating expenses	35,377 78	
Gross income over operating expenses		$12,851 77

*The city owns all the paid-up stock and the road is operated by five directors appointed by the city council

Charges upon Income:		
Taxes	$1,634 89	
Depreciation	2,766 88	
5% dividend paid	8,450 00	
		12,851 77
Surplus for the year ending December 31st, 1914		.....
Surplus as per June 30th, 1913		19,863 95
Earnings from Operation:		
From passengers carried	$44,674 80	
From freight	2,697 04	
From advertising in cars	349 20	
From rentals of buildings and other property	230 00	
From park receipts	95 45	
From power	40 00	
From interest on deposits	143 06	
Total gross earnings from operation		48,229 55
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$1,603 83	
General office expenses and supplies	612 85	
	105 35	
Legal expenses	101 17	
Insurance	640 54	
		$3,063 74
Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses	$1,280 49	
		1,280 49
Maintenance Roadway and Buildings:		
Repair roadbed and track	$4,624 49	
Repair electric line construction	416 45	
Park expense	836 71	
Repair of buildings	71 00	
		5,948 65
Maintenance of Equipment:		
Repairs, cars and other vehicles Repairs of electric equipment of cars	$5,831 75	
Painting	127 18	
		5,958 93
Transportation Expenses:		
Cost of motive power	$6,373 67	
Wages of persons conducting transportation	12,733 30	
Removal of snow and ice	.....	
Damages for injuries to persons and to property	.....	
		19,106 97
Other Transportation Expenses:		
Hotel taxes	$19 00	
Cleaning, oiling and sanding tracks	.....	
		19 00
Total operating expenses		$35,377 78

GENERAL BALANCE SHEET, 31ST DECEMBER, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks		
Electric line construction, including poles and wiring		
Total cost of railway owned		
Cost of Equipment:		
Cars and other rolling stock and vehicles		
Cost of electric equipment of same		
Other items of equipment		195,699 59
Office furniture		
Total cost equipment		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of railway, equipment, land and buildings owned.		
Cash	$3,133 45	
Accounts receivable	459 98	
Miscellaneous assets, insurance paid in advance	465 71	
Material and supplies	3,204 59	
		7,263 73
Profit and loss balance deficit		.....
Total assets		$202,963 32
Liabilities:		
*Capital stock	$169,870 00	
Funded debt	.....	
		169,870 00
Current Liabilities:		
Loans and notes payable	.....	
Audited voucher and accounts	$808 38	
Miscellaneous current liabilities	.....	
		808 38
Accrued Liabilities:		
Depreciation reserve	$12,420 99	
Profit and loss account balance surplus	19,863 95	
		32,284 94
Total liabilities		$202,963 32
Capital Stock:		
Authorized by law, Common, $200,000; preferred, $200,000		400,000 00
Authorized by votes of company		.....
Outstanding, Common, $187,000; Preferred, $6,000		193,000 00
Number of stock holders	The City of Guelph owns all stock.	

Funded Debt:

No bonds were issued by the company. The City issued bonds ($169,000) to purchase the outstanding stock of the company. Of the original total issue of $169,000, there are outstanding as per December 31st, 1914, $162,577.91. As this is a city and not a company debt, the city provides sinking fund for the bonds and pays the interest out of the dividends it receives from the company on the capital invested by the city in the company's stock.

*This item represents the actual cost to the city of the $193,000 outstanding stock, which this company issued while operating the railway as a private enterprise.

Volume of Traffic, Etc.

Number of paying passengers carried during year	1,142,699
Number carried per mile of main track operated	142,304
Number of car miles run	38,130
Average number of persons employed	24
Company commenced operation	.....

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Number Equipped	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters	Equipped with Stoves.
Box passenger cars	9	.....	.....	9	5	4
Open passenger cars	4	.....	.....	.....	.....	.....
Total	13	.....	.....	9	5	4
Cars—other service:						
Other cars (motor) Electric Locomotive	1	.....	.....	.....	.....	.....
Snow sweepers	1	.....	.....	.....	.....	.....
Snow plows	1	.....	.....	.....	.....	.....

Miscellaneous Equipment.

Highway vehicles	None.
Tower wagon	
Tip carts	

Railway Owned and Operated.

	Miles.
Length of railway line computed as single track	8.03
Length of sidings and switches	.50
Length of line under construction	.17

Accidents to Persons.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers	No accidents,					
Employees	.....	.....	.....	.....	.....	.....
Other persons	.....	.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....	.....	.....

Corporate name and address of the Company: Guelph Radial Railway Company, Waterloo Ave., Guelph, Ont.

Names and business addresses of the principal officers: President, James W. Lyon, Douglas St., Guelph; Vice-President, Walter E. Buckingham, Douglas St., Guelph; Treasurer, Charles E. Howitt, Waterloo Ave., Guelph; Clerk of Corporation, Thomas J. Moore, City Hall, Guelph; General Counsel, Guthrie, Guthrie & Kerwin, Douglas St., Guelph; Auditors, A. C. Neff & Co., Toronto; General Manager and Superintendent, Arthur Hilliard Foster, Guelph.

Names and residences of Board of Directors: James W. Lyon, Guelph; Walter E. Buckingham, Guelph; Charles E. Howitt, Guelph; James Hewer, Guelph; Harry Mahoney, Guelph

Report is certified to by: Charles E. Howitt, Treasurer; A. H. Foster, Superintendent.

Sworn to before: T. J. Moore, Justice of the Peace.

GUELPH RADIAL RAILWAY COMPANY.

This company reports the following additions to permanent property during the year ending December 31st, 1914.

Extension of tracks (780 ft.)	$1,279 00
2 cars	15,695 00
New Buildings	4,136 01
Charter revision	101 50
Total	$21,289 24

THE HAMILTON STREET RAILWAY COMPANY.

For the Year Ending June 30th, 1914.

General Exhibit:			
Gross earnings from operating		$650,090 84	
Less operating expenses		399,718 52	
Gross income over operating expenses			250,372 32
Charges upon Income:			
8% dividend		$73,120 00	
Interest on funded debt		22,018 20	
Interest and discount on unfunded debt and loans		5,510 79	
Taxes:			
Municipal	$5,391 76		
Provincial	785 68		
Commutation	59,316 97		
		65,494 41	
Payment to municipalities for franchise		.....	
Total deduction from income			166,143 40
Surplus for the year ending June 30th, 1914			$84,228 92
Surplus as per June 30th, 1913			334,888 52
Total surplus as per June 30th, 1914			$419,117 44
Earnings from Operation:			
From passengers carried		$645,041 17	
From chartered cars		294 55	
From mails		.....	
From advertising in cars		579 38	
From rentals of buildings and other property		4,175 74	
Total gross earnings from operation			650,090 84

Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$23,211 74	
General office expenses and supplies	927 82	
Legal expenses	5,517 93	
Insurance	3,005 86	
		32,663 35
Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses	2,178 55	
		$2,178 55
Maintenance Roadway and Buildings:		
Repair roadbed and track	$43,688 50	
Repair electric line construction	5,392 44	
Repair of buildings	722 39	
		49,803 33
Maintenance of Equipment:		
Repairs, cars and other vehicles	$32,820 18	
Repairs of electric equipment of cars	22,042 28	
Renewals of tools and machinery	.....	
	$54,862 46	
Less renewals	13,221 13	
		41,641 33
Transportation Expenses:		
Cost of motive power	$62,230 61	
Wages of persons conducting transportation	144,146 76	
Removal of snow and ice	2,146 41	
Damages for injuries to persons and to property	28,992 14	
		237,515 92
Other Transportation Expenses:		
Rentals of buildings and other property	$17,449 63	
Supplies	10,799 30	
Heating	7,667 11	
		35,916 04
Total operating expenses		$399,718 52

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks		
Electric line construction, including poles and wiring		
Total cost of railway owned		
Cost of Equipment:		
Cars and other rolling stock and vehicles		
Cost of electric equipment of same		2,026,290 79
Other items of equipment		
Office furniture		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of railway, equipment, land and buildings owned		$2,026,290 79

Cash	.....	
Bills and accounts receivable	$6,970 38	
Other current assets	.....	
Miscellaneous assets five months	270 40	
Material and supplies	.....	
		7,240 78
Profit and loss balance deficit		.....
Total assets		$2,033,531 57

Liabilities:		
Capital stock	.....	$914,000
Funded debt	.....	480,000
		$1,394,000

Current Liabilities:		
Loans and notes payable	$106,341 68	
Audited voucher and accounts	86,306 41	
Accident Insurance Reserve	16,932 53	
Miscellaneous current liabilities, maintenance renewals	5,976 81	
		215,557 43

Accrued Liabilities:		
Matured interest coupons unpaid	$1,327 50	
Interest accrued and not due	523 00	
Taxes accrued and not due	3,006 20	
Profit and loss account balance surplus	419,117 44	
		423,974 14
Total liabilities		$2,033,531 57

Capital Stock:		
Authorized by law	.....	$914,000 00
Authorized by vote of company	.....	.....
Outstanding	.....	914,000 00
Number of stockholders	.....	8

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
First Mortgage.....	4½%	1928	$480,000	$22,018 20

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	16,874,097
Number carried per mile of main track operated	757,025
Number of car miles run	2,230,370
Average number of persons employed	268
Company commenced operation	.....

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Trailer Cars.	Equipped for Electric Power.	Number Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters	Equipped with Stoves.
Box passenger cars	*13	69	.....	.....	all	15	67
Open passenger cars	.....	19	.....	.....	all	.....	.....
Total	13	88	.....	.....	.....	15	67
Cars—other service:							
Other cars (motor) Tool cars	.....	1	.....	.....	.....	.....	.....
Snow sweepers	.....	3	.....	.....	.....	.....	.....

*Equipment for these cars is taken from the open cars.

MISCELLANEOUS EQUIPMENT.

Highway vehicles	.....
Tower wagon	.....
Tip carts	.....

RAILWAY OWNED AND OPERATED.

	Miles.
Length of railway line computed as single track	22.29
Length of sidings and switches	.....

ACCIDENTS TO PERSONS.

Killed and injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	.....	73	.....	256	.....	329
Employees	.....	2	.....	1	.....	3
Other persons	.....	.....	1	32	1	32
Totals	.....	75	1	289	1	364

Corporate name: The Hamilton Street Ry. Co.

Principal officers: President, Lieut.-Col. J. R. Moodie, Hamilton; Vice-President, John Dickenson, North Glanford; Treasurer, John Knox, Hamilton; Clerk of Corporation, Geo. D. Fearman, Hamilton; General Counsel, Gibson, Levy & Gibson, Hamilton; Auditor, C. S. Scott, F.C.A., Hamilton; General Manager, Edward P. Coleman, Hamilton; Superintendent, Geo. E. Waller.

Directors: Lieut.-Col. Moodie, Hamilton; John Dickenson, North Glanford; John Knox, Hamilton; James Dixon, Hamilton; Wm. C. Hawkins, Hamilton; Alex. Bruce, K.C., Toronto; J. M. McDonnell, Toronto.

Report is certified to: John Knox, Treasurer; Geo. E. Waller, Superintendent.

Sworn to before: A. W. Gibson, a Commissioner.

THE HAMILTON STREET RAILWAY COMPANY.

This Company reports the following additions to Property Accounts during the year ending June 30th, 1914:

Extension of tracks	$154,859 66
New electric line construction	11,901 35
Additional Cars, air brakes	11,798 77
Electric equipment of same	10,922 34
Total additions to Property Account	$189,482 12

Nine miles of railway line is under construction.

THE HAMILTON & DUNDAS STREET RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:			
Gross earnings from operating		$68,096 71	
Less operating expenses		48,112 33	
Gross income over operating expenses		$19,984 38	
Miscellaneous income		15	
Total gross income over operating expenses			$19,984 53
Charges upon Income:			
Dividend declared, 10%		$10,000 00	
Interest on funded debt		5,000 00	
Interest on unfunded debt and loans		.....	.....
Taxes:			
Municipal	$888 18		
Provincial	55 72		
Commutation	342 92		
		$1,286 82	
Payment to Municipalities for franchise		.....	
Total deduction from income			16,286 82
Surplus for year ending June 30, 1914			$3,697 71
Surplus as per June 30, 1913			59,118 02
Total surplus June 30, 1914			$62,815 73
Earnings from Operations:			
From passengers carried		$63,486 41	
From carriage of freight		171 41	
From mails		148 00	
From chartered cars		470 10	
From advertising in cars		100 00	
From tolls for use of tracks by other Companies		2,795 68	
From other sources (rental of buildings and other property)		925 11	
Total gross earnings from operation			$68,096 71
Expenses of Operation:			
General Expenses:			
Salaries of officers and clerks		$3,589 18	
General office expenses and supplies		225 12	
Legal expenses		133 93	
Insurance		162 72	
			$4,110 95
Other General Expenses:			
Advertising		$48 88	
Miscellaneous general expenses		288 51	
			337 39

Maintenance Roadway and Buildings:		
Repair roadbed and track	$5,102 43	
Repair electric line construction	1,654 16	
Repair of buildings	224 33	
		6,980 92
Maintenance of Equipment:		
Maintenance renewals	$5,321 42	
Repairs, cars and other vehicles	781 93	
Repairs of electric equipment of cars	445 23	
Provender and stabling	48 00	
		6,596 58
Transportation Expenses:		
Cost of motive power	$6,315 16	
Wages of persons conducting transportation	10,581 54	
Rentals of buildings and other property	9,978 29	
Removal of snow and ice.	296 51	
Damages for injuries to persons and to property	1,468 46	
		28,639 96
Other Transportation Expenses:		
Supplies	$741 89	
Heating and incidentals	704 64	
		1,446 53
Total operating expenses		$48,112 33

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks		
Electric line construction, including poles and wiring		
Total cost of railway owned		
Cost of Equipment:		
Cars and other rolling stock and vehicles		
Cost of electric equipment of same		$214,445 33
Other items of equipment		
Office furniture		
Total cost equipment		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Total cost of railway, equipment, land and buildings owned		$214,445 33
Cash	$57,361 74	
Bills and accounts receivable	1,846 44	
Other current assets	.....	
Miscellaneous assets	.....	
Material and supplies	.....	
		59,208 18
Profit and loss balance deficit	.....	.....
Total assets		$273,653 51
Liabilities:		
Capital stock	$100,000 00	
Funded debt	100,000 00	
		200,000 00
Current Liabilities:		
Maintenance Renewal Reserve	$7,529 80	
Audited voucher and accounts	4 00	
Accident Insurance Reserve	2,897 58	
		10,431 38

Accrued Liabilities:		
Taxes accrued and not due	$406 40	
Profit and loss account balance surplus	62,815 73	
		63,222 13
Total liabilities		$273,653 51
Capital Stock:		
Authorized by law		$100,000 00
Authorized by votes of the company		100,000 00
Outstanding		100,000 00
Number of stock holders		8

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
First mortgage	5%		$100,000	$5,000

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	835,793
Number carried per mile of main track operated	119,741
Number of car miles run	147,289
Average number of persons employed	30
Company commenced operation	

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Equipped for Electric Power.	Number Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars	1			1	1	
Open passengers cars	2			2		
Total	3			3	1	
Cars—other service:						
Other cars (motor)						
Snow plows						

MISCELLANEOUS EQUIPMENT.

Highway vehicles	None.
Tower wagon	
Tip carts	

RAILWAY OWNED AND OPERATED.

		Miles.
Length of railway line computed as single track	Owned 5.848 Over other Railways 1.132	6.98
Length of sidings and switches		

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed	Injured
Passengers	.....	2	.....	7	.....	9
Employees	.....	1	.....	.....	.....	1
Other persons	.....	.....	.....	.....	.....	.....
Totals	.....	3	.....	7	.....	10

Corporate name: The Hamilton & Dundas Street Railway Company, Hamilton, Ont. Principal officers: President, John Dickenson, North Glanford; Vice-President, James Dixon, Hamilton; Treasurer, John Knox, Hamilton; Clerk of Corporation, Geo. D. Fearman, Hamilton; General Counsel, Gibson, Levy & Gibson, Hamilton; Auditor, C. S. Scott, F.C.A., Hamilton; General Manager, Edward P. Coleman, Hamilton; Superintendent, Geo. E. Waller, Hamilton.

Directors: John Dickenson, West Glanford; James Dixon, Hamilton; John Knox, Hamilton; Lieut.-Col. J. R. Moodie, Hamilton; Wm. C. Hawkins, Hamilton; Alex. Bruce, K.C., Toronto; J. M. McDonnell, Toronto.

Report is certified to by: John Knox, Treasurer; Geo. E. Waller, Superintendent.

Sworn to before: A. W. Gibson, a Commissioner.

HAMILTON & DUNDAS.

This Company reports the following additions to Property Accounts during the year ending June 30th, 1914:

Air brakes	$913 94

HAMILTON, GRIMSBY & BEAMSVILLE ELECTRIC RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:			
Gross earnings from operating		$146,712 03	
Less operating expenses		133,017 03	
Gross income over operating expenses			$13,695 00
Charges upon Income:			
Accrued during year		.....	
Interest on funded debt		$7,500 00	
Interest on unfunded debt and loans		2,183 48	
Taxes:			
Municipal	$2,695 61		
Provincial	254 40		
Commutation	514 00		
		3,464 01	
Payment to Municipalities for franchise		.....	
Total deduction from income			$13,147 49
Surplus for year ending June 30, 1914			$547 51
Surplus as per June 30, 1913			30,751 08
Total surplus June 30, 1914			$31,298 59

Earnings from Operation:		
From passengers carried	$94,861 93	
From carriage of freight	33,942 82	
From mails	550 00	
From carriage of express and parcels	9,940 07	
From advertising in cars	350 00	
From chartered cars	1,752 25	
From other sources (rentals of buildings and other property . .	5,314 96	
Total gross earnings from operation		$146,712 03
Expenses of Operation:		
General Expenses		
Salaries of officers and clerks	$8,767 45	
General office expenses and supplies	743 62	
Legal expenses	378 55	
Insurance . .	1,862 73	
		$11,752 35
Other General Expenses:		
Advertising . .	$117 45	
Miscellaneous general expenses	944 98	
		$1,062 43
Maintenance Roadway and Buildings:		
Repair roadbed and track	$15,756 93	
Repair electric line construction	3,572 85	
Repair of buildings	680 68	
		$20,010 46
Maintenance of Equipment:		
Maintenance and renewal	$9,859 01	
Repairs, cars and other vehicles	9,870 95	
Repairs of electric equipment of cars	5,276 59	
Repairs of miscellaneous equipment	970 86	
Stabling and provender	1,672 72	
		$27,650 13
Transportation Expenses:		
Cost of motive power	$16,371 07	
Wages of persons conducting transportation	26,204 16	
Removal of snow and ice	807 81	
Damages for injuries to persons and to property	4,490 14	
Rentals of building and other property	20,632 30	
		$68,505 48
Other Transportation Expenses:		
Sundries .	$1,967 64	
Heating, incidental	2,068 54	
		4,036 18
Total operating expenses		$133,017 03

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks		
Electric line construction, including poles and wiring		
Total cost of railway owned		
Cost of Equipment:		
Cars and other rolling stock and vehicles		
Cost of electric equipment of same		481,006 38
Other items of equipment		
Office furniture		
Total cost equipment		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of railway, equipment, land and buildings owned		$481,006 38
Cash		
Bills and accounts receivable	$2,445 27	
Other current assets		
Miscellaneous assets, insurance prepaid	209 00	
Material and supplies		
		$2,654 27
Profit and loss balance deficit		
Total assets		$483,660 65
Liabilities:		
Capital stock	$235,000 00	
Funded debt	150,000 00	
		$385 000 00
Current Liabilities:		$33,959 94
Loans and notes payable	$51,242 87	
Audited voucher and accounts	418 34	
Miscellaneaus current liabilities, accident insurance	1,134 59	
Maintenance—renewal reserve	11,904 91	
		64,700 71
Accrued Liabilities:		
Interest accrued and not due	$1,250 00	
Taxes accrued and not due	1,411 35	
Profit and loss account balance surplus	31,298 59	
		$33 959 94
Total liabilities		$483,660 65
Capital Stock:		
Authorized by law		$235,000 00
Outstanding		235,000 00
Number of stock holders		8

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
First Mortgage	5 %		$150,000	$7,500

Volume of Traffic, Etc.

Number of paying passengers carried during year	782,530
Number carried per mile of main track operated	34,625
Number of car miles run	414,731
Average number of persons employed	72
Company commenced operation	.....

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Number Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Equipped with Stoves.
Box passenger cars	8	.....	.....	8	8	.....
Open passenger cars	2	.....	.....	2	.....	.....
Total	10	.....	.....	10	8	.....
Cars Other Service:						
Baggage and Mail Express Cars	4	.....	.....	4	.....	4
Other cars (motor)	.....	.....	.....	.....	.....	.....
Snow plows	.....	.....	.....	.....	.....	.....

Miscellaneous Equipment.

Highway vehicles	.....
Tower wagon	.....
Tip carts	.....

Railway Owned and Operated.

	Miles.
Length of railway line computed as single track	22.6
Length of sidings and switches	.....

Accidents to Persons.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers	.....	6	.....	7	.....	13
Employees	.....	2	.....	1	.....	3
Other persons	.....	3	.....	1	.....	4
Totals	.....	11	.....	9	.....	20

Corporate Name: Hamilton, Grimsby & Beamsville Electric Railway Company, Hamilton, Ont.

Principal officers: President, James Dixon, Hamilton; Vice-President, John Dickenson, North Glanford; Treasurer, John Knox, Hamilton; Clerk of Corporation, Geo. D. Fearman, Hamilton; General Counsel, Gibson, Levy & Gibson, Hamilton; Auditor, C. S. Scott, F.C.A., Hamilton; General Manager, Edward P. Coleman, Hamilton; Superintendent, Geo. E. Waller, Hamilton.

Directors: John Dickenson, North Glanford; James Dixon, Hamilton; John Knox, Hamilton; Wm. C. Hawkins, Hamilton; Sir John W. Gibson, Hamilton; Lieut.-Col. J. R. Moodie, Hamilton; J. W. Sutherland, Hamilton.

Report is certified to by: John Knox, Treasurer; Geo. E. Waller, Superintendent. Sworn to before A. W. Gibson, a Commissioner.

HAMILTON, GRIMSBY & BEAMSVILLE ELECTRIC RAILWAY COMPANY.

This company reports the following additions to Property Accounts during the year ending June 30th, 1914:

Cars rebuilt	$4,805 69	
New electric power stations, including machinery	8,373 76	
New buildings necessary for operation of railway	12,321 62	
		$25,501 07
Less rail sold		3,230 29
Net additions to property accounts		$22,270 78

HUNTSVILLE & LAKE OF BAYS RAILWAY COMPANY.

For the Year Ending Dec. 31st, 1914.

General Exhibit:		
Gross earnings from operating	$5,746 53	
Less operating expenses	3,074 64	
Gross income over operating expenses		2,671 89
Charges upon Income:		
Taxes, Municipal	$71 25	
Deficit of previous year	25 82	
		97 07
		$2,574 82
Dividends declared (9¼%)		2,571 50
Net surplus		$3 32
Earnings from Operation:		
From passengers carried	$1,798 11	
From mails	30 00	
Carriage of freight	1,624 05	
From other sources:		
Bark	$2.112 80	
Lumber	181 57	
	2,294 37	
Total gross earnings from operation		5,746 53
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	.....	
General office expenses and supplies	.....	
Legal expenses	.....	
Insurance	$45 00	
		45 00

Maintenance Roadway and Buildings:		
Repair roadbed and track (proportion estimated)....	$500 00	
Repair electric line construction	.....	
Repair of buildings	.....	
		500 00
Maintenance of Equipment:		
Repairs, cars and other vehicles	.....	
Repairs of miscellaneous equipment (proportion estimated)	$246 56	
Renewals of tools and machinery	.....	
		246 56
Transportation Expenses:		
Cost of motive power	$516 74	
Wages of persons conducting transportation	1,736 34	
Removal of snow and ice	.....	
Damages for injuries to persons and to property	.....	
		2,253 08
Other Transportation Expenses:		
Car service expenses and supplies	.....	
Cleaning, oiling and sanding tracks, oil and grease....	$30 00	
		30 00
Total operating expenses		$3,074 64

GENERAL BALANCE SHEET, 31ST DECEMBER, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks	$14,695 67	
Interest accrued during construction of railway	2,325 43	
Engineering and other expenses incident to construction	2,814 06	
Total cost of railway owned		$19,835 16
Cost of Equipment:		
Cars and other rolling stock and vehicles	$5,813 40	
Cost of electric equipment of same	.....	
Other items of equipment: one ten ton crane, car attached on wheel, etc.	1,760 71	
Office furniture	.....	
Total cost equipment		$7,574 11
Cost of Land and Buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway...	.....	
Total cost of land and buildings owned		$390 73
Cash	$3 32	
Bills and accounts receivable	.....	
Other current assets	.....	
Miscellaneous assets	.....	
Material and supplies	.....	
		$3 32
Profit and loss balance deficit		.....
Total assets		$27,803 32
Liabilities:		
Capital stock	$27,800 00	
Funded debt	.....	
		$27,800 00
Current Liabilities:		
Loans and notes payable	.....	
Audited voucher and accounts	.....	
Miscellaneous current liabilities	.....	

Accrued Liabilities:		
Interest accrued and not due	.....	
Profit and loss account balance surplus	.....	$3 32
Total liabilities	.....	$27,803 32
Capital Stock:		
Authorized by law	.....	50,000 00
Authorized by votes of the company	.....	
Outstanding	.....	27,800 00
Number of stock holders	.....	6

FUNDED DEBT.

Description of Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
.....	.....	.....	.....	.....

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	12,695
Number carried per mile of main track operated	8,831
Number of car miles run ..... Estimated	2,800
Average number of persons employed	5
Company commenced operation	.....

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Platform Cars.	Baggage and Mail Exp. Cars.	Equipped for Electric Power.	Number Equipped.	Total Passenger Cars.	Equipped with Stoves.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars	10	2	.....	.....	.....	2	.....	.....
Open passenger cars	.....	.....	.....	.....	.....	.....	.....	.....
Total	10	2	.....	.....	.....	2	.....	.....
Cars—other service:								
Other cars (motor)	.....	.....	.....	.....	.....	.....	.....	.....
Snow plows	.....	.....	.....	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

Highway vehicles	.....
One 10 ton loading crane equipped with car wheels, etc.	1
Tip carts	.....

RAILWAY OWNED AND OPERATED.

	Miles.
Length of railway line computed as single track	1.4375
Length of sidings and switches	.3125

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers						
Employees						
Other persons						
Totals						

Corporate name: The Huntsville and Lake of Bays Railway Company, Huntsville, Ont.

Principal officers: President, Charles O. Shaw, Huntsville, Ont.; Vice-President, H. Foster Chappee, Brockville; Treasurer, John W. McKee, Huntsville; General Counsel, Thomas Johnson, Bracebridge; Auditor, Ed. S. Rombough, Bracebridge; General Manager, W. J. Moore, Huntsville; Superintendent, W. H. Elder, Huntsville.

Directors: Charles O. Shaw, Huntsville; H. Foster Chappee, Brockville; W. J. Moore, Huntsville; John W. McKee, Huntsville; S. H. Jacobs, Lindsay.

Report is certified to by: Charles O. Shaw, President; W. J. Moore, General Manager and Superintendent.

Sworn to before H. Farnsworth, J.P.

HUNTSVILLE & LAKE OF BAYS.

No additions to Property Accounts were made during the year ending June 30th, 1914.

THE INTERNATIONAL TRANSIT COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operating	$125,922 67	
Less operating expenses	74,356 50	
Gross income over operating expenses		$51,566 17
Charges upon Income:		
Profit and loss expenses *re* proposed extension	$38 18	
Accrued during year	.....	
Transfer to general reserve	25,492 86	
Interest on funded debt	12,000 00	
Interest on unfunded debt and loans	8,177 25	
Taxes, commutation	1,177 09	
Payment to municipalities for franchise, dividend	4,257 14	
Total deduction from income		51,142 52
Surplus for the year		$423 65
Surplus as per June 30th, 1913		788 78
Total surplus June 30th, 1914		$1,212 43

Earnings from Operation:		
From passengers carried	$80,276 87	
From mails	.....	
From advertising in cars, etc.	1,487 99	
From other sources: ferry earnings	44,157 81	
Total gross earnings from operation		125,922 67
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$3,167 67	
General office expenses and supplies	1,532 72	
Legal expenses	660 57	
Insurance	2,219 41	
		7,580 37
Other General Expenses:		
Ferry expenses	$4,169 89	
Miscellaneous general expenses	.....	
		4,169 89
Maintenance Roadway and Buildings:		
Superintendence	$336 60	
Repair roadbed and track	2,254 84	
Repair electric line construction	1,043 28	
Repair of buildings	42 14	
		3,676 86
Maintenance of Equipment:		
Superintendence	$417 89	
Repairs, cars and other vehicles	2,953 39	
Repairs of electric equipment of cars	1,265 04	
Miscellaneous shop expenses	566 66	
Renewals of tools and machinery	4 70	
		5,207 68
Transportation Expenses:		
Cost of motive power	$9,421 88	
Wages of persons conducting transportation	19,906 93	
Removal of snow and ice	.....	
Damages for injuries to persons and to property	.....	
		29,328 81
Other Transportation Expenses:		
Car service expenses	$968 56	
Cleaning, oiling and sanding tracks—ferry expenses	23,424 33	
		24,392 89
Total operating expenses		$74,356 50

GENERAL BALANCE SHEET, SEPT. 30TH., 1914.

Assets:		
Cost of Railway:		
Interest and engineering	$19,462 91	
Roadbed and tracks	131,300 50	
Electric line construction, including poles and wiring	26,385 77	
Total cost of railway owned		$177,149 18
Cost of Equipment:		
Cars and other rolling stock and vehicles	$27,273 91	
Cost of electric equipment of same	22,173 91	
Other items of equipment	10,435 90	
Office furniture	.....	
Total cost equipment		59,883 72
Cost of Land and Buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	$26,026 37	
Total cost of land and buildings owned		26,026 37

Rights and franchises	$148,250 00	
Wharves and landings	6,472 01	
Ferries	90,666 43	
		245,388 44
Cash	$1,973 51	
Bills and accounts receivable	1,115 95	
Insurance, paid in advance	679 37	
Other current assets	.....	
Accrued taxes	238 20	
Miscellaneous assets (Items in surplus)	2,593 93	
Adjustment account	84,649 97	
Material and supplies	5,101 19	
		96,352 12
Profit and loss balance deficit	.....	
Total assets		$604,799 83
Liabilities:		
Capital stock	$150,000 00	
Funded debt	220,000 00	
		370,000 00
Current Liabilities:		
Loans and notes payable	$95,714 32	
Audited voucher and accounts	6,751 58	
Miscellaneous current liabilities	49,896 38	
		152,362 28
Salaries and wages	$2,801 99	
Matured interest, coupons unpaid	50 00	
Work orders	400 28	
U. S., per capita	748 00	
Lake Superior Corporation	45,896 11	
Accrued Liabilities:		
Reserve fund	$67,039 81	
Interest accrued and not due	2,750 00	
Items in surplus	122 88	
Profit and loss account balance, surplus (as per Sept. 30th, 1914	12,524 86	
		$82,437 55
Total liabilities		$604,799 83
Capital Stock:		
Authorized by law	.....	$150,000 00
Authorized by votes of company	.....	
Outstanding	.....	150,000 00
Number of stock holders	.....	15

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
1st mortgage.....	5%	July 1st, 1912, and annually thereafter $20,000	$220,000	$12,000

Volume of Traffic, Etc.

Number of paying passengers carried during year	1,917,361
Number carried per mile of main track operated	423,072
Number of car miles run	306,246
Average number of persons employed	30
Company commenced operation	.....

Description of Equipment.

Description of Equipment.	Trailers.	Equipped for Electric Power.	Number Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters	No. of motors.
Box passenger cars	3	8	.....	.....	8	11	.....
Open passenger cars	....	.....	.....	.....	.....	.....	.....
Totals	3	8	.....	.....	8	11	.....
Cars—other service :							
Other cars (motor)	....	.....	.....	.....	.....	.....	.....
Snow sweepers	....	1	.....	.....	.....	.....	.....

Miscellaneous Equipment.

Ferry boats	2
Tower wagon	.....
Tip carts	.....

Railway Owned and Operated.

	Miles.
Length of railway line computed as single track	4.532
Length of sidings and switches	.341

Accidents to Persons.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	.....	.....	.....	.....	.....	.....
Employees	.....	.....	.....	.....	.....	.....
Other persons	.....	.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....	.....	.....

Corporate name: The International Transit Company, Sault Ste. Marie, Ont.

Principal officers: President, J. Frater Taylor, Sault Ste. Marie; Vice-President, W. C. Franz, Sault Ste. Marie; Treasurer, James Hawson, Sault Ste. Marie; Secretary, Thomas Gibson, Toronto; General Counsel, Thomas Gibson, Toronto; Comptroller, T. L. Godfrey, Sault Ste. Marie; General Manager, W. C. Franz, Sault Ste. Marie; Superintendent, J. Summerhays, Sault Ste. Marie.

Directors: J. Frater Taylor, Sault Ste. Marie; Wm. C. Franz, Sault Ste. Marie; Herbert Cappell, 52 William Street New York; W. K. Whigham, 8 Crosby Square, London, Eng.; W. E. Stavert, Sault Ste. Marie; D. C. Newton, 157 St. James Street, Montreal; Thomas Gibson, 506 Traders' Bank Building, Toronto.

Report is certified to by: James Hawson, Treasurer; T. L. Godfrey, Comptroller.

Sworn to before: R. Barber, a Commissioner.

THE INTERNATIONAL TRANSIT COMPANY.

This company reports the following additions to property accounts during the year ending June 30th, 1914:

Extension of tracks	$1,586 95	
New electric line construction	943 20	
Crib at ferry dock	4,667 10	
Total additions to property accounts		$7,197 25

KINGSTON, PORTSMOUTH & CATARAQUI ELECTRIC RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operating	$42,238 86	
Less operating expenses	46,618 08	
Operating expenses over income		$4,379 22
Charges upon Income:		
Accrued during year	.....	
Interest on funded debt	$5,410 10	
Interest on unfunded debt and loans	.....	
Taxes	.....	
Payment to municipalities for franchise	.....	
Total deduction from income		5,410 10
Deficit for year ending June 30, 1914		$9,789 32
Earnings from Operation:		
From passengers carried	$41,003 67	
From mails	.....	
From advertising in cars	300 00	
From rentals of buildings and other property	935 19	
From other sources	.....	
Total gross earnings from operation		42,238 86
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$2,764 15	
General office expenses and supplies	416 74	
Legal expenses	.....	
Insurance	610 89	
		3,791 78

Other General Expenses:		
Advertising	$117 35	
Miscellaneous general expenses	2,079 57	
		$2,196 92
Maintenance Roadway and Buildings:		
Repair roadbed and track	$17,301 66	
Repair electric line construction	1,543 16	
Repair of buildings	31 29	
		18,876 11
Maintenance of Equipment:		
Repairs cars and other vehicles	$4,218 75	
Repairs of electric equipment of cars	3,657 66	
Renewals of tools and machinery	196 86	
		8,073 27
Transportation Expenses:		
Cost of motive power	$4,749 04	
Wages of persons conducting transportation	8,285 90	
Removal of snow and ice	497 66	
Damages for injuries to persons and to property	149 40	
		13,680 00
Other Transportation Expenses:		
Car service expenses and supplies	.....	
Cleaning, oiling and sanding tracks	.....	
Total operating expenses		$46,618 08

GENERAL BALANCE SHEET, JUNE 30, 1914.

Assets:

Cost of Railway:		
Roadbed and tracks		
Electric line construction, including poles and wiring		
Total cost of railway owned		
Cost of Equipment:		
Cars and other rolling stock and vehicles		
Cost of electric equipment of same		
Other items of equipment		
Office furniture		
Total cost equipment		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		
Cash		
Bills and accounts receivable		
Other current assets		
Miscellaneous assets		
Material and supplies		
Profit and loss balance deficit		
Total assets		

The company now operating this road acquired it when insolvent by purchasing the outstanding debit and stock. ($103,575.) A financial re-organization was authorized and carried into effect pursuant to 6 Edw. VII. C. III. Nothing was paid on bonded indebtedness until July 5th, 1906. The annual charge is $4,000.

Liabilities:

Capital stock, common	$40,000 00		
" " preferred	43,100 00		
		$83,100 00	
Real estate mortgages		100,000 00	
			$183,100 00

Current Liabilities:		
Loans and notes payable		.....
Audited voucher and accounts		.....
Miscellaneous current liabilities		.....
Accrued Liabilities:		
Interest accrued and not paid		$2,165 00
Profit and loss account balance surplus		.....
Total liabilities		.....
Capital Stock:		
Authorized by law		.....
Authorized by votes of company, common	$40,000 00	
" " " preferred	43,100 00	
		83,100 00
Outstanding		.....
Number of stock holders, common		20
" " " preferred		5

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
Real Est. Mtges. to secure Bonds, Sec. 6, Edw. VII., C. III.	4%	5 7/26	100,000	.....

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	1,160,040
Number carried per mile of main track operated	145,005
Number of car miles run	199,680
Average number of persons employed	19
Company commenced operation	.....

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Equipped for Electric Power.	Number Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars	8	.....	.....	all	all	.....
Open passenger cars	12	.....	.....	.....	.....	.....
Total	20	.....	.....	.....	.....	.....
Cars—other Service:						
Other cars (work cars)	1	.....	.....	.....	.....	.....
Snow sweepers	2	.....	.....	....	.....	....
Snow plows	1					

MISCELLANEOUS EQUIPMENT.

Highway vehicles	.....
Tower wagon	.....
Tip carts	.....

RAILWAY OWNED AND OPERATED.

	Miles.
Length of railway line computed as single track	8
Length of sidings and switches	

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers						
Employees						
Other persons			1		1	
Totals			1		1	

Corporate name: Kingston, Portsmouth & Cataraqui Electric Railway Company, Kingston, Ont.

Officers: President, Henry W. Richardson, Kingston; Vice-President, ————; Secretary and Treasurer, William F. Nickle, Kingston; Superintendent, Hugh C. Nickle, Kingston.

Directors: Henry W. Richardson, Kingston; William F. Nickle, Kingston; Hugh C. Nickle, Kingston; George Richardson, Kingston; James Richardson, Kingston; W. D. Ross, Toronto.

Report is certified to by: W. F. Nickle, Treasurer; Hugh C. Nickle, Superintendent; Henry W. Richardson, Director.

Sworn to before: G. Laturney, a Commissioner.

KINGSTON, PORTSMOUTH & CATARAQUI ELECTRIC RAILWAY COMPANY.

No additions to property accounts were made during the year ending June 30th, 1914.

THE LONDON STREET RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operating	$350,375 51	
Less operating expenses	245,769 75	
Gross income over operating expenses		$104,605 76

Charges upon Income:		
Profit and loss	$5,224 79	
Interest on funded debt	30,708 80	
Interest on unfunded debt and loans	2,613 32	
Taxes	5,329 66	
Dividend paid	33,360 00	
Total deduction from income		$77,236 57
Surplus or deficit for the year ending June 30th, 1914		$27,369 19
Surplus as per June 30, 1913		105,933 79
Total surplus as per June 30, 1914		$133,302 98
Earnings from Operation:		
From passengers carried	$346,551 74	
From mails	1,605 18	
From advertising in cars	1,439 04	
From rentals and buildings and other property	513 75	
From other sources	265 80	
Total gross earnings from operation		350,375 51
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$7,446 47	
General Office expenses and supplies	753 57	
Legal expenses	399 96	
Insurance	2,358 00	
		10,958 00
Other General Expenses:		
Storeroom	$1,905 12	
Miscellaneous general expenses	2,315 84	
		4,220 96
Maintenance Roadway and Buildings:		
Repair roadbed and track	$21,035 36	
Repair electric line construction	6,393 08	
Repair of buildings	930 00	
		28,358 44
Maintenance of Equipment:		
Maintenance of Steam Plant	$4,467 58	
Repairs, cars and other vehicles	13,185 38	
Repairs of electric equipment of cars	12,800 05	
Repairs of miscellaneous equipment	366 54	
Renewals of tools and machinery, provender and stabling	331 80	
Miscellaneous shop expenses	2,611 09	
		33,762 44
Transportation Expenses:		
Cost of motive power	$43,441 50	
Wages of persons conducting transportation	108,434 48	
Removal of snow and ice	1,235 08	
Damages for injuries to persons and to property	12,129 30	
		165,240 36
Other Transportation Expenses:		
Car service supplies, signal, interlock, etc.	$1,519 83	
Miscellaneous car service expenses	1,709 72	
Cleaning, oiling and sanding tracks	.....	
		3,229 55
Total operating expenses		$245,769 75

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks	$683,758 30	
Electric line construction, including poles and wiring	79,673 63	
Interest accrued during construction of railway	76,235 37	
Total cost of railway owned		$839,667 30
Cost of Equipment:		
Cars and other rolling stock and vehicles	$136,977 55	
Cost of electric equipment of same	87,675 33	
Other items of equipment	31,152 57	
Office furniture	.....	
Total cost equipment		255,805 45
Cost or Land and Buildings:		
Land necessary for operation of railway	$85,334 55	
Electric power stations, including equipment	117,043 51	
Other buildings necessary for operation of railway	8,438 26	
Total cost of land and buildings owned		210,816 32
Other miscellaneous permanent property		5,811 80
Cash	$9,759 32	
Bills and accounts receivable	4,220 48	
Materials and supplies	33,271 16	
Other assets and property	78,459 73	
Sinking and other special funds	1,775 00	
Unexpired insurance	6,892 85	
		134,378 54
Profit and loss balance deficit		.....
Total assets		$1,446,479 41
Liabilities:		
Capital stock	$556,000 00	
Funded debt	650,000 00	
		1,206,000 00
Current Liabilities:		
Bank overdraft	$31 50	
Loans and notes payable	15,000 00	
Audited voucher and accounts	32,674 93	
Unredeemed tickets	26,118 47	
Miscellaneous current liabilities	16,680 00	
Injuries and damages	3,326 09	
		93,830 99
Accrued Liabilities:		
Interest accrued and not due	$10,765 44	
Taxes accrued and not due	2,580 00	
		13,345 44
Profit and loss account balance surplus		133,302 98
Total liabilities		$1,446,479 41
Capital Stock:		
Authorized by law	.....	750,000 00
Authorized by votes of company	.....	650,000 00
Outstanding	.....	556,000 00
Number of stock holders	.....	64

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
First mortgage Gold.....	5%	3-8-1925	$650,000	$30,708 80

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	9,508,486
Number carried per mile of main track operated	292,388
Number of car miles run	1,757,518
Average number of persons employed	336
Company commenced operation	.....

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Trailers.	Equipped for Electric Power	Number Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars	....	45	.....	.....	.....	.....	.....
Open passenger cars	4	9	.....	.....	.....	.....	.....
Total	4	54	.....	.....	.....	.....	.....
Cars—other service:							
Other cars—Motor—(1 platform) (1 tool)	....	.....	.....	.....	.....	.....	.....
Snow sweepers (1)	....	.....	.....	.....	.....	.....	....

MISCELLANEOUS EQUIPMENT.

Barges and Omnibuses	1
Carts and Snow sleds	1
Flat cars (2) Line wagon (2) horse (2)	6

RAILWAY OWNED AND OPERATED.

	Miles.
Length of railway line computed as single track	32.52
Length of sidings and switches	.73

ACCIDENTS TO PERSONS

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	.....	.....	.....	.....	.....	56
Employees	.....	.....	.....	.....	.....	10
Other persons	.....	.....	.....	.....	3	33
Total	.....	.....	.....	.....	3	99

Corporate name: The London Street Railway Co., London, Ont.

Principal officers: President, H. A. Everett, Cleveland, Ohio, U.S.A.; Vice-President, T. H. Smallman, London, Ont.; Treasurer, G. G. Holding, London, Ont.; Clerk of Corporation, G. G. Holding, London, Ont.; General Counsel, Ivey & Ivey, London, Ont.; Auditor, F. H. Coles, London, Ont.; General Manager, C. B. King, London, Ont.; Superintendent, H. H. Humeston, London Ont.

Directors: H. H. Everett, Cleveland, Ohio, U.S.A.; E. W. Moore, Cleveland, Ohio, U.S.A.; S. H. Holt, Montreal; P. W. D. Broderick, Toronto; T. H. Smallman, London; W. M. Spencer, London; C. H. Ivey, Toronto.

Report is certified to by: Geo. G. Holding, Treasurer; C. B. King, Manager.

Sworn to before: Charles H. Ivey, a Commissioner, etc.

THE LONDON STREET RAILWAY COMPANY

This company reports the following additions to property accounts during the year ending June 30, 1914:

Extension of tracks	$45.065 02
New electric line construction	7,952.65
6 additional cars	22,778 15
Electric equipment of same	7,655 65
Additional equipment of power stations	1,307 25
New buildings necessary for operation of railway	65 00
Shop tools and machinery	215 00
Total additions to property accounts	$85,038 72

MIDLAND SIMCOE RAILWAY COMPANY

NOTE:—This company reports that operations were discontinued Nov. 30, 1913. No Report has been received for the operations from the date of last Report, June 30, 1913, to Nov. 30, 1913, the date operations were discontinued.

Assets and liabilities herein given are as per June 30, 1914.

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks		
Electric line construction, including poles and wiring		
Total cost of railway owned		
Cost of Equipment:		
Cars and other rolling stock and vehicles		
Cost of electric equipment of same		
Other items of equipment		$317,874 82
Office furniture		
Total cost equipment		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		

Cash	.....	
Bills and accounts receivable	.....	
Other current assets	.....	
Miscellaneous assets	.....	
Material and supplies	.....	
Profit and loss balance deficit	.....	36,762 99
Total assets		$354,637 81
Liabilities:		
Capital stock	$250,000 00	
Funded debt	.....	
		$250,000 00
Current Liabilities:		
Loans and notes payable	$104,637 81	
Audited voucher and accounts	.....	
Miscellaneous current liabilities	.....	
		104,637 81
Accrued Liabilities:		
Interest accrued and not due	.....	
Profit and loss account balance surplus	.....	
Total liabilities		$354,637 81
Capital Stock:		
Authorized by law	.....	$250,000 00
Authorized by votes of company	.....	.....
Outstanding	.....	250,000 00
Number of stock holders	.....	.....

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Equipped for Electric Power.	Number Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors
Platform cars	4	.....	.....	.....	.....	.....
Locomotives	4	.....	.....	.....	.....	.....
Coal dump cars	2	.....	.....	.....	.....	.....
Totals	10	.....	.....	.....	.....	.....
Cars—other Service						
Other cars (motor)	.....	.....	.....	.....	.....	.....
Snow plows	.....	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

Highway vehicles	.....
Tower wagon	.....
Tip carts	.....

RAILWAY OWNED AND OPERATED.

	Miles.
Length of railway line computed as single track	6
Length of sidings and switches	.....

MIDLAND SIMCOE

This company discontinued operations Nov. 30, 1913, until reopening of Canada Foundry Corporation's last furnace at Midland. No Report was submitted for operations covering the period from June 30, 1913 (the date of last Report received) and Nov. 30, 1913.

MOUNT McKAY AND KAKABEKA FALLS RAILWAY COMPANY

FOR THE YEAR ENDING DEC. 31ST, 1914.

General Exhibit:		
Gross earnings from operating	$30,482 76	
Less operating expenses	19,362 82	
Gross income over operating expenses		$11,119 94
Charges upon Income:		
Interest on unfounded debt and loans	$501 40	
Dividend paid	9,435 00	
Profit and loss bad accounts written off	37 81	
Total deductions from income		9,974 21
Surplus for the year ending Dec. 31st, 1914		$1,145 73
Surplus as per Dec. 31, 1913		17,086 16
Total surplus as per Dec. 31, 1914		$18,231 89
Earnings from operation:		
From passengers	$276 98	
" freight	63 00	
" other sources:		
Gravel sales $21,282 68		
Sand sales 6,294 60		
Ballast sales 2,565 50		
	30,142 78	
Total gross earnings from operation		30,482 76
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$2,785 00	
General office expenses and supplies	115 58	
Legal expenses	.....	
Insurance	584 67	
		3,485 25
Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses	$747 22	
		747 22
Maintenance Roadway and Buildings:		
Repair roadbed and track	$938 46	
Repair electric line construction	.....	
Repair of buildings	.....	
		938 46
Maintenance of Equipment:		
Repairs, cars and other vehicles	$849 27	
Repairs of electric equipment of cars	.....	
Renewals, plant	1,245 95	
		2,095 22

Transportation Expenses:			
Hauling	$3,900 18		
Cost of motive power	1,351 89		
		$5,252 07	
Wages of persons conducting transportation		$6,762 10	
Removal of snow and ice		.....	
Damages for injuries to persons and to property		.....	
			$12,014 17
Other Transportation Expenses:			
Car service expenses and supplies		.....	
Cleaning, oiling and sanding tracks		$82 50	
			82 50
Total operating expenses			$19,362 82

GENERAL BALANCE SHEET, DEC. 31ST., 1914.

Assets:			
Cost of Railway:			
Roadbed and tracks		$44,163 84	
Franchise		50,000 00	
Electric line construction, including poles and wiring		.....	
Total cost of railway owned			$94,163 84
Cost of Equipment:			
Cars and other rolling stock and vehicles			
Cost of electric equipment of same			
Other items of equipment			
Office furniture			
Total cost equipment			$34,786 70
Cost or Land and Buildings:			
Land necessary for operation of railway		$342,500 00	
Parks and power development		5,671 62	
Electric power stations, including equipment		.....	
Other buildings necessary for operation of railway		2,124 10	
Total cost of land and buildings owned			350,295 72
Cash		.....	
Bills and accounts receivable		$2,829 73	
Other current assets		.....	
Miscellaneous assets: Unexpired insurance		197 90	
Material and supplies		1,150 99	
			4,178 62
Profit and loss balance deficit			.....
Total assets			$483,424 88
Liabilities:			
Capital stock		$377,400 00	
Funded debt		.....	
			377,400 00
Current Liabilities:			
Loans and notes payable		.....	
Audited voucher and accounts		$290 07	
Miscellaneous current liabilities		.....	
			290 07
Accrued Liabilities:			
Reserve		$87,502 92	
Profit and loss account balance surplus		18,231 89	
			105,734 81
Total liabilities			$483,424 88

Capital Stock:

Authorized by law	.....	.....
Authorized by votes of Company	.....	.....
Outstanding . . .	.....	$377,400 00
Number of stock holders	.....	.....

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
.....	.....	.....	.....	.....

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	.....
Number carried per mile of main track operated	.....
Number of car miles run	.....
Average number of persons employed	.....
Company commenced operation	.....

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Equipped for Electric Power.	Number Equipped.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters	Number of Motors.
Box passenger cars	.....	.....	.....	.....	.....	.....
Open passenger cars	.....	.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....	.....	.....
Cars—other service:						
Other cars (motor)	.....	.....	.....	.....	.....	.....
Snow plows	.....	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

Highway vehicles,	.....
Tower wagon,	.....
Tip carts	.....

RAILWAY OWNED AND OPERATED.

	Miles.
Length of railway line computed as single track	5
Length of sidings and switches	1¼

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers						
Employees						
Other persons						
Totals						

Principal officers and directors: President, W. F. Hogarth, N. John St., Fort William; Vice-President, C. W. Jarvis, Simpson St., Fort William; Treasurer, C. H. Jackson, Victoria Ave., Fort William; Clerk of Corporation W. C. Lillie, N. May St., Fort William; General Counsel, P. E. Brimburne, Victoria Ave., Fort William; Auditor, P. H. B. Dawson, Union Bank Building, Fort William.

Board of Directors: W. F. Hogarth, C. W. Jarvis, C. H. Jackson, W. C. Lillie, Jas. Murphy—Fort William.

Report is certified to by: W. F. Hogarth, C. W. Jarvis, W. C. Lillie, Directors.
Sworn to before: L. W. Wood, Notary Public.

MOUNT McKAY AND KAKABEKA FALLS RAILWAY.

This Company reports the following additions to Property Accounts during the year ending December 31st, 1914.

Grading	$627 73
Additions to equipment	6 30
New buildings necessary for operation of railway	816 86
Total additions to Property Accounts	$1,450 89

NIAGARA FALLS PARK AND RIVER DIVISION OF THE INTERNATIONAL RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operating	$154,449 79	
Less operating expenses	86,261 05	
Gross income over operating expenses	$68,188 74	
Miscellaneous income: interest on deposits, 80.02; rent of land and buildings, 6,115.91	6,195 93	
Total gross income over operating expenses		$74,384 67
Charges upon Income:		
Accrued during year		
Interest on funded debt	$30,000 00	
Interest on unfunded debt and loans		

Taxes:			
Municipal	$3,118 71		
Mileage	175 10	$3,702 37	
On net earnings	408 56		
Payment to municipalities for franchise		.....	
Total deduction from Income			$33,702 37
Surplus			$40,682 30
Earnings from Operation:			
From passengers carried		$148,539 65	
From mails		199 98	
From carriage of express and parcels		465 15	
From advertising in cars		1,309 21	
From other sources:			
From switching	$2,640 75		
From chartered cars	358 52		
From rent of equipment	2 74		
From sale of power	792 04		
From parcel checks	8 40		
From rentals of buildings, etc.	133 35		
		3,935 80	
Total gross earnings from operation			154,449 79
Expenses of Operation:			
General Expenses:			
Salaries of officers and clerks		$1,312 30	
General office expenses and supplies		4,482 34	
Legal expenses		1,416 44	
Insurance		2,875 00	
			10,086 08
Other General Expenses:			
Advertising		.....	
Miscellaneous general expenses		$13,637 50	
			13,637 50
Maintenance Roadway and Buildings:			
Repair roadbed and track		$15,634 59	
Repair electric line construction		1,583 39	
Repair of buildings		651 90	
			17,869 88
Maintenance of Equipment:			
Repairs, cars and other vehicles		$2,681 43	
Repairs of electric equipment of cars		502 02	
Repair of miscellaneous equipment		320 34	
Provender and stabling		139 01	
			3,642 80
Transportation Expenses:			
Cost of motive power		$6,771 15	
Wages of persons conducting transportation		25,288 84	
Removal of snow and ice		946 38	
Damages for injuries to persons and to property		5,714 21	
			38,720 58
Other Transportation Expenses:			
Car service expenses and supplies		$1,905 18	
Cleaning, oiling and sanding tracks		399 03	
			2,304 21
Total operating expenses			$86,261 05

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:	
Cost of Railway:	
Roadbed and tracks	
Electric line construction, including poles and wiring	
Total cost of railway owned	
Cost of Equipment:	
Cars and other rolling stock and vehicles	
Cost of electric equipment of same	
Other items of equipment	
Office furniture	
Total cost equipment	Unable to furnish for the Niagara Falls Park and River Division.
Cost of Land and Buildings:	
Land necessary for operation of railway	
Electric power stations, including equipment	
Other buildings necessary for operation of railway	
Total cost of land and buildings owned	
Cash	
Bills and accounts receivable	
Other current assets	
Miscellaneous assets	
Material and supplies	
Profit and loss balance deficit	
Total assets	
Liabilities:	
Capital stock	
Funded debt	
Current Liabilities:	
Loans and notes payable	
Audited voucher and accounts	Unable to furnish for the Niagara Falls, Park and River Division.
Miscellaneous current liabilities	
Accrued Liabilities:	
Interest accrued and not due	
Profit and loss account balance surplus	
Total liabilities	
Capital stock:	
Authorized by law	This division has no capital stock separate and apart from the capital stock of the International Railway Company.
Authorized by votes of company	
Outstanding	
Number of stock holders	

FUNDED DEBT.

Description Bonds	Rate Interest	Maturity Bonds	Amount of Bonds Outstanding	Interest paid during year
*Mortgage Bonds	5%	7-1-1949	600,000	30,000

*Former mortgage matured January 1st, 1914 and was paid. International Railway Co. refunding and improvement 5's were issued in place of said mortgage.

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during the year	1,451,699
Number carried per mile of main track operated	62,800
Number of car miles run	295 048
Average number of persons employed	64
Company commenced operation	.....

Description of Equipment.

Description of Equipment.	Equipped for Electric Power.	Number Equipped	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars	9	.....	.....	.....	9	.....
Open passenger cars	18	.....	.....	.....	.....	.....
Total	27	.....	.....	.....	9	.....
Cars—other service :						
Baggage and Mail Express cars	2	.....	.....	.....	.....	.....
Platform cars	2	.....	.....	.....	.....	.....
Snow plows	1	.....	.....	.....	.....	.....

Miscellaneous Equipment.

Highway vehicles	.....
Tower wagon	.....
Tip carts	.....

Railway Owned and Operated.

	Miles.
Length of railway line computed as single track	23.116
Length of siding and switches	.992

Accidents to Persons.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	.....	.....	.....	29	.....	29
Employees	.....	.....	.....	8	.....	8
Other persons	.....	.....	.....	1	.....	1
Totals	.....	.....	.....	38	.....	38

Corporate name and address of the company: The Niagara Falls Park & River is a Division of the International Railway Company, 830 Ellicott Sq., Buffalo, N.Y., U.S.A.

Principal officers of the International Railway Co. are: President, Edward G. Connette, 816 Ellicott Sq., Buffalo, N.Y., U.S.A.; Vice-President, Edgar J. Dickson, 812 Ellicott Sq., Buffalo, N.Y.; Treasurer, George W. Wilson, 820 Ellicott Sq., Buffalo, N.Y.; Clerk of Corporation, John A. McKenna, 824 Ellicott Sq., Buffalo, N.Y.; General Counsel, Norton, Penny, Spring & Moore, 860 Ellicott Sq., Buffalo, N.Y., and Cohn, Charmann & Frauchot, 44 Falls St., Niagara Falls, N.Y. and Alexander Fraser, Niagara Falls, N.Y.; Superintendent, Elbert H. Henning; Auditor, Charles A. Chavel, 830 Ellicott Sq., Buffalo, N.Y.

Directors: John W. Barr, Jr., Fidelity & Trust Co., Louisville, Ky.; S. Reading Bertron, 40 Wall St., New York, N.Y.; George Bullock, 40 Wall St., New York, N.Y.; John L. Clawson, Washington and No. Division, Buffalo, N.Y.; Edward G. Connette, 816 Ellicott Sq., Buffalo, N.Y.; Marshall J. Dodge, 40 Wall St., New York, N.Y.; Robert L. Tryer, 272 Main St., Buffalo, N.Y.; Rodman E. Griscom, 40 Wall St., New York, N.Y.; Francis T. Homer, 40 Wall St., New York, N.Y.; Charles R. Huntley, Electric Bldg., Buffalo, N.Y.; John S. Jenks, Jr., Land Title Bldg., Philadelphia, Pa.; Porter Norton, 858 Ellicott Sq., Buffalo, N.Y.; Thomas Penny, 866 Ellicott Sq., Buffalo, N.Y.; Robert W. Pomeroy, 1006 Fidelity Bldg., Buffalo, N.Y.; Henry C. Zeller, 272 Howard St., Buffalo, N.Y.; Seymour H. Knox, 1045 Delaware Ave., Buffalo, N.Y.

Report is certified to by: Geo. W. Wilson, Treasurer; Elbert H. Henning, Superintendent.

Sworn to before: John A. McKenna, Notary Public, Erie City.

NIAGARA FALLS PARK & RIVER, DIVISION OF THE INTERNATIONAL RAILWAY COMPANY.

This Company reports the following additions to equipment for the year ending June 30th, 1914.

Semi-vestibuling, 18—600 open type cars	$972 31

Value of this division is not separated from the total Property Accounts of the International Railway Co.

PETERBOROUGH RADIAL RAILWAY COMPANY.

For the Year Ending June 30th, 1914.

General Exhibit:		
Gross earnings from operating	$47,615 56	
Less operating expenses	29,566 76	
Gross income over operating expenses	$18,048 80	
Miscellaneous income, park receipts	356 55	
Total income over operating expenses		$18,405 35
Charges upon Income:		
Accrued during year	.....	
Interest on funded debt Interest on unfunded debt and loans	6,537 50	
Taxes, municipal, $39.98; provincial, $113.25	153 23	
Park expenses	679 70	
Payment to municipalities for franchise	.....	
		7,370 43
Surplus for the year ending June 30th, 1914		$11,034 92
Surplus as per June 30th, 1913		8,737 01
Total surplus		$19,771 93
Transferred to Electric Power Co., Ltd.		13,104 40
Total surplus, June 30th, 1914		$6,667 53
Earnings from Operation:		
From passengers carried	$47,009 06	
From rentals of buildings and other property	126 50	
From advertising in cars	480 00	
From other sources	.....	
Total gross earnings from operation		47,615 56

Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$1,879 77	
General office expenses and supplies	1,477 73	
Legal expenses	.....	
Insurance	1,701 08	
		$5,058 58
Other General Expenses		
Advertising	.....	
Miscellaneous general expenses	.....	
Maintenance Roadway and Buildings:		
Repair roadbed and track	$680 01	
Repair electric line construction	193 20	
Repair of buildings	.....	
		873 21
Maintenance of Equipment:		
Repairs, cars and other vehicles	$1,994 58	
Repairs ol electric equipment of cars	1,473 79	
Repair of miscellaneous equipment	7 71	
Renewals of tools and machinery	.....	
		3,476 08
Transportation Expenses:		
Cost of motive power	$2,055 00	
Wages of persons conducting transportation	16,961 82	
Removal of snow and ice	56 97	
Damages for injuries to persons and to property	12 00	
		19,085 79
Other Transportation Expenses:		
Rentals of buildings and other property	$17 80	
Car service expenses and supplies	614 77	
Cleaning, oiling and sanding tracks	440 53	
		1,073 10
Total operating expenses		$29,566 76

GENERAL BALANCE SHEET, DECEMBER 31ST, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks	$58,157 23	
Electric line construction, including poles and wiring	7,963 21	
Interest, engineering and other expenses incident to construction	9,498 32	
Total cost of railway owned		75,618 76
Cost of Equipment:		
Cars and other rolling stock and vehicles	$9,368 29	
Cost of electric equipment of same	28,976 69	
Other items of equipment	5,380 75	
Office furniture	.....	
Total cost equipment		43,725 73
Cost or Land and Buildings:		
Land necessary for operation of railway	$3,966 76	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	2,377 93	
Total cost of land and buildings owned		6,344 69

Cash	.....	
Bills and accounts receivable	$5,500 27	
Other current assets	.....	
Miscellaneous assets, Electric Power Co. accrued int. account	416 67	
Material and supplies	8,833 48	
		$14,750 42
Profit and loss balance deficit		.....
Total assets		$253,347 55
Liabilities:		
Capital stock	$100,000 00	
Funded debt	100,000 00	
		200,000 00
Current Liabilities:		
Loans, Peterborough Light & Power Co. (5%)	$36,256 42	
Audited voucher and accounts	10,006 93	
Miscellaneous current liabilities	.....	
		46,263 35
Accrued Liabilities:		
Interest accrued and not due	$416 67	
Profit and loss account balance surplus	6,667 53	
		7,084 20
Total liabilities		$253,347 55
Capital Stock:		
Authorized by law	.....	500,000 00
Authorized by votes of company	.....	.....
Outstanding	.....	100,000 00
Number of stock holders	.....	8

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
Mortgage Bonds	5%	July 1, 1934	100,000	3,597 22

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	1,050,499
Number carried per mile of main track operated	174,093
Number of car miles run	280,092
Average number of persons employed	37
Company commenced operation	.....

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Trailer Cars.	Equipped for Electric Power.	Number Equipped.	Total passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars	....	9	.....	.....	.....	.....	.....
Open passenger cars	6	2	.....	.....	.....	.....	.....
Total	6	11	.....	.....	.....	.....	.....
Cars other service:							
Other cars (motor)	....	.....	.....	.....	.....	.....	.....
Snow plows (1); snow sweepers (2)	....	3	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

Highway vehicles	.....
Tower wagon	.....
Tip carts	.....

RAILWAY OWNED AND OPERATED.

	Miles.
Length of railway line computed as single track	6.034
Length of sidings and switches	.047

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	.....	.....	.....	.....	.....	.....
Employees	.....	.....	.....	.....	.....	.....
Other persons	.....	.....	.....	3	.....	3
Totals	.....	.....	.....	3	.....	3

Corporate name and address of the Company: Peterborough Radial Railway Company, Peterborough, Ont.

Names and business addresses of principal officers: President, John G. G. Kerry, Toronto, Ont.; Vice-President, Arthur B. Colville, Toronto, Ont.; Treasurer, John Littlejohn, Toronto, Ont.; General Counsel, A. B. Colville, Toronto, Ont.; Auditors, P. S. Ross & Sons, Montreal, Que.; Manager, W. H. Munro, Peterborough Ont.

Names and residence of board of directors: John G. G. Kerry, Toronto, Ont.; Strachan Johnston, Toronto, Ont.; Arthur B. Colville, Toronto, Ont.; Alexander A. Mulholland, Toronto, Ont.; John Littlejohn, Toronto, Ont.; Samuel D. Fowler, Toronto, Ont.; Ernest A. Macnutt, Montreal Que.

We hereby certify that the statements contained in foregoing report are full, just and true: A. B. Collville, Samuel D. Fowler, Directors, and John Littlejohn, Treasurer of the Peterborough Radial Railway Company.

Then personally appeared the above named and severally made oath that the foregoing certificate by them subscribed is to the best of their knowledge and belief true.
Before me

W. S. Mollock,
Commissioner.

PETERBOROUGH RADIAL RAILWAY COMPANY.

This company reports the following additions to Property Accounts for the year ending June 30th, 1914.

Extension of tracks		$5,547 73
Right-of-way		50 99
Interest, engineering and superintendence		1,079 82
Additional cars		837 15
Miscellaneous equipment		154 45
New buildings necessary for operation of railway		40 40
Miscellaneous additions to permanent property		62 00
Total		$7,772 54
Deduct depreciation:		
Electric line construction	$331 20	
Cars	422 97	
		754 17
Total net addition to Property Accounts for the year ending June 30th, 1914		$7,018 37

PORT ARTHUR MUNICIPAL RAILWAY.

For the Six Months Ending June 30th, 1914.

General Exhibit:		
Gross earnings from operation	$65,678 00	
Less operating expenses	51,155 72	
Net earnings from operation (six months)		$14,522 28
Charges upon Income:		
Sinking fund, $11,303.49, and interest on funded debt, $20,423.53	$31,727 02	
Reserve for accidents	3,317 50	
		$35,044 52
Total deficit, June 30th, 1914		$20,522 24
Earnings from Operation:		
From passengers carried	$61,842 82	
From mails	175 00	
From express, parcels and baggage	807 73	
From freight	802 20	
From rentals of equipment	643 30	
From advertising in cars	398 52	
From interest on deposits	77 50	
From sale of scrap	887 26	
From Customers orders and breakages	43 67	
Gross earnings from operation		$65,678 00
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$3,007 50	
General office expenses and supplies	1,186 19	
Legal expenses	11 00	
Insurance	525 00	
		$4,729 69

Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses	.....	
Maintenance Roadway and Buildings:		
Repair roadbed and track	$2,509 10	
Repair electric line construction	1,886 51	
Repair of buildings	351 96	
		$4,747 57
Maintenance of Equipment:		
Electric plant	$77 56	
Repairs, cars and other vehicles	4,135 62	
Repairs of electric equipment of cars	1,674 63	
Shop expenses and superintendence	1,372 56	
Rep. Miscellaneous Equipment	108 52	
		$7,368 89
Transportation Expenses:		
Cost of motive power	$11,317 70	
Wages of persons conducting transportation	20,624 24	
Removal of snow and ice	546 91	
Damages for injuries to persons and to property	64 00	
		$32,552 85
Other Transportation Expenses:		
Car service expenses and supplies	$1,752 22	
Cleaning, oiling and sanding tracks	4 50	
		$1,756 72
Total operating expenses		$51,155 72

GENERAL BALANCE SHEET, 31ST DECEMBER, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks	.....	
Electric line construction, including poles and wiring	.....	
Total cost of railway owned		$512,287 90
Cost of equipment:		
Cars and other rolling stock and vehicles Cost of electric equipment of same Other items of equipment	$123,400 00	
Office furniture	1,500 00	
Total cost equipment		$124,900 00
Cost of Land and Buildings:		
Land necessary for operation of railway	.....	
Electric equipment, including storage battery, $5,000	$45,000 00	
Other buildings necessary for operation of railway	44,770 00	
Total cost of land and buildings owned		$89,770 00
City sinking funds in bank	$95,188 00	
Cash, accidents savings funds in bank	45,489 53	
Bills and accounts receivable	3,180 25	
City Treasurer on accounts of debenture interest and sinking funds	12,760 00	
Unexpired insurance	458 26	
Shop orders not completed	812 14	
Material and supplies	5,849 53	
		$163,737 71
Profit and loss balance deficit		20,522 24
Total assets		$911,217 85

Liabilities:		
Capital stock	.....	
Funded debt	$822,145 90	
		$822,145 90
Current Liabilities:		
Cash overdraft	836 84	
Audited voucher and accounts	4,807 31	
Salaries and wages	3,048 18	
Tickets in circulation	3,163 07	
		$11,855 40
Accrued Liabilities:		
Reserve for accidents	$45,489 53	
Debenture interest accrued and not due	20,423 53	
Sinking funds accrued	11,303 49	
		$77,216 55
Total liabilities		$911,217 85

Capital stock:
Authorized by law .....
Authorized by votes of company .....
Outstanding . . ..
Number of stock holders .....

Railway is owned by the City of Port Arthur.

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid for six months.
42 Various Issues.....	From 4½% to 5%	From 1918 to 1942	822,145 90	20,423 53

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	1,514,970
Number carried per mile of main track operated	84,165
Number of car miles run	329,451
Average number of persons employed.....	70
Company commenced operation	.....

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Baggage and Mail Express.	Equipped for Electric Power.	Trailers.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Equipped with Stoves.
Box passenger cars	1	22	2	.....	24	8	14
Open passenger cars	.....	.....	1	.....	.....	.....	.....
Total	1	22	3	.....	24	8	14
Cars—Other service:							
Other cars (motor)	.....	.....	.....	.....	.....	.....	.....
Snow plows	.....	1	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

Highway vehicles	
Tower wagon	
Tip carts	

ACCIDENTS TO PERSONS.

	Miles.
Length of railway line computed as single track	18.
Length of sidings and switches	.34

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers				1		1
Employees						
Other persons				2		2
Totals				3		3

Corporate name and address of the company: Port Arthur Municipal Railway, Port Arthur, Ont.

Names and business addresses of principal officers: Mayor, J. O. Oliver, Port Arthur, Ont.; Commissioner, J. J. Hackney, Port Arthur, Ont.; Secretary-Treasurer, M. C. Wilson, Port Arthur, Ont.; Clerk of Port Arthur, T. F. Milne, Port Arthur, Ont.; General Counsel, Langworth & McComber, Port Arthur, Ont.; Auditor, P. H. B. Dawson, Fort William, Ont.; General Manager, H. O. Robinson, Port Arthur, Ont.

Report is certified to by: M. C. Wilson, Sec-Treas.; M. O. Robinson, General Manager.

Sworn to before: ————, a Commissioner.

PORT ARTHUR MUNICIPAL RAILWAY.

This company reports the following work under construction by the City of Port Arthur.

"Y" Corner Hill and Dawson Road.

Three part double track "Y" Corner Arthur and Cumberland Sts.

SANDWICH, WINDSOR & AMHERSTBURG RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operating	$347,093 59	
Less operating expenses	171,721 54	
Gross income over operating expenses		$175,372 05

Charges upon Income:			
Accrued during year		.....	
Interest on funded debt, Sandwich, Windsor & Amherstburg, $22,050; Windsor & Tecumseh, $9,450		$31,500 00	
Interest on unfunded debt and loans		.....	
Taxes, commutation		6,333 54	
Payment to municipalities for franchise		.....	
Total deduction from income			$37,833 54
Surplus for year ending June 30th, 1914			$137,538 51
Surplus as per June 30th, 1913			87,035 52
Total surplus			$224,574 03
Transferred to D. U. R. accounts			136,063 46
Surplus as per June 30th, 1914			$88,510 57
Earnings from Operation:			
From Passengers carried		$262,133 25	
From Carriage of freight		7,653 81	
From mails		810 00	
From chair cars		382 10	
From advertising in cars		641 67	
From rentals of buildings and other property		10 00	
From other earnings from operations		75,054 10	
From interest on deposits		408 66	
Total gross earnings from operation			347,093 59
Expenses of Operation:			
General Expenses:			
Salaries of officers and clerks		$7,813 50	
General office expenses and supplies		766 82	
Legal expenses		1,000 00	
Insurance		900 00	
			10,480 32
Other General Expenses:			
Advertising		.....	
Miscellaneous general expenses		$2,494 52	
			2,494 52
Maintenance Roadway and Buildings:			
Repair roadbed and track		$36,842 15	
Repair electric line construction		4,767 61	
Repair of buildings		1,038 87	
			42,648 63
Maintenance of Equipment:			
Repairs, cars and other vehicles		$11,444 20	
Repairs of electric equipment of cars		10,048 93	
Repairs of miscellaneous equipment		256 83	
Repairs, engines and generators		1,840 98	
			23,590 94
Transportation Expenses:			
Cost of motive power	$37,938 49		
Less power sold	21,120 12		
		$16,818 37	
Wages of persons conducting transportation		63,057 31	
Removal of snow and ice		.....	
Damages for injuries to persons and to property		5,241 62	
			85,117 30
Other Transportation Expenses:			
Car service expenses and supplies		$7,389 83	
Cleaning, oiling and sanding tracks		.....	
			7,389 83
Total operating expenses			$171,721 54

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks		
Electric line construction, including poles and wiring		
Total cost of railway owned		
Cost of Equipment:		
Cars and other rolling stock and vehicles		
Cost of electric equipment of same		$1,318,999 25
Other items of equipment		
Office furniture		
Total cost equipment		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		
Total cost of Railway, Equipment, land and buildings		$1,318,999 25
Cash	$13,604 28	
Bills and accounts receivable	19,882 66	
Other current assets, Windsor & Tecumseh Electric Railway Co., stock	10,000 00	
Miscellaneous assets	.....	
Materia and supplies	2,067 22	
		45,554 16
Profit and loss balance deficit		.....
Total assets		$1,364,553 41
Liabilities:		
Capital stock	$297,000 00	
Funded debt	600,000 00	
		897,000 00
Current Liabilities:		
Advances to this Co. by D. U. R.	$360,484 05	
Loans and notes payable	.....	
Audited voucher and accounts, unredeemed tickets	7,788 97	
Miscellaneous current liabilities	.....	
		368,273 02
Accrued Liabilities:		
Insurance and damages	$3,474 91	
Interest accrued and not due	4,987 50	
Taxes, accrued and not due	2,307 41	
Profit and loss account balance surplus	88,510 57	
		99,280 39
Total liabilities		$1,364,553 41
Capital Stock:		
Authorized by law	.....	500,000 00
Authorized by votes of company	.....	350,000 00
Outstanding	.....	297,000 00
Number of stock holders	.....	9

Funded Debt.

Description Bond.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding	Interest paid during year.
20 year Gold	4½%	Dec. 1, 1922	$600,000	$22,050

Volume of Traffic, Etc.

Number of paying passengers carried during year	5,083,950
Number carried per mile of main track operated	127,321
Number of car miles run	1,040,413
Average number of persons employed	130
Company commenced operation	

Description of Equipment

Description and Equipment	Equipped for Electric Power	Number Equipped	Total passenger Cars.	Equipped with Fenders	Equipped with Electric Heaters	Number of Motors
Box passenger cars	35					
Open passenger cars	17					
Totals	52					
Cars—other service:						
Baggage and Mail Express cars	5					
Tool cars	8					
Snow plows	3					

Miscellaneous Equipment

Highway vehicles	
Tower wagon	
Tip carts	

Railway Owned and Operated.

		Miles.
Length of railway line computed as single track	Owned 30.48 Leased 9.45	39.93
Length of sidings and switches		

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers	.....	5	.....	10	.....	15
Employees	.....	.....	.....	2	.....	2
Other persons	.....	.....	.....	4	.....	4
Totals	.....	5	.....	16	.....	21

Corporate name and address of the Company: Sandwich, Windsor & Amherstburg Railway, Windsor, Ont.

Principal officers: President, J. C. Hutchins; Vice-President, W. W. Brooks; Treasurer, Jos. Bampton; Clerk of Corporation, A. E. Peters; General Counsel, Bartlet & Bartlet; Auditor, Irwin Fullerton; General Manager, James Anderson.

Officers: James Anderson, Windsor, Ont.; Joseph Bampton, Detroit, Mich, U.S.A.; Albert E. Peters, Detroit, Mich., U.S.A.; Jere C. Hutchins, Detroit, Mich., U.S.A.; Frank W. Brooks, Detroit, Mich., U.S.A.; Allen F. Edwards Detroit, Mich., U.S.A.; Irwin Fullerton, Detroit, Mich., U.S.A.; E. W. Moore, Cleveland, Ohio, U.S.A.

Report is certified to by: Jos. Bampton, Treasurer; James Anderson, General Manager.

Sworn to before: Alex. R. Bartlet, Notary Public.

SANDWICH, WINDSOR & AMHERSTBURG RAILWAY.

This company reports the following additions to Property Accounts for the year ending June 30th, 1914.

Extension of tracks	$68,618 11
New electric line construction	415 69
5 additional cars	22,129 25
Additional equipment of power stations	12,673 63
Lighting plant	34,078 20
Total	$137,914 88

SARNIA STREET RAILWAY COMPANY, LTD.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operating	$64,035 75	
Less operating expenses	49,789 26	
Gross income over operating expenses		$14,246 49
Charges upon Income:		
6% dividend on $90,000.00	$5,400 00	
Interest on funded debt	4,052 50	
Interest on unfunded debt and loans	.....	
Taxes, municipal, $505.74; Provincial, $92.50	598 24	
Payment to municipalities for franchise	.....	
Total deduction from income		$10,050 74
Surplus for the year ending June 30th, 1914		$4,195 75
Surplus as per June 30th, 1913		42,236 06
Total surplus as per June 30th, 1914		$46,431 81

Earnings from Operation:		
From passengers carried	$48,717 70	
From baggage	2,968 25	
From mails	1,970 45	
From advertising in cars	400 00	
Commission	2,503 58	
From other sources, miscellaneous, rent, etc.	7,475 77	
Total gross earnings from operation		$64,035 75
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$3,078 75	
General office expenses and supplies	836 71	
Legal expenses	130 00	
Insurance	1,342 12	
		$5,387 58
Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses	$7,341 19	
		$7,341 19
Maintenance Roadway and Buildings:		
Repair roadbed and track	$3,177 65	
Repair electric line construction	401 70	
Repair of buildings	55 00	
		$3,634 35
Maintenance of Equipment:		
Repairs, cars and other vehicles	$2,382 10	
Repairs of electric equipment of cars	6,324 71	
Provender and stabling	1,302 86	
Renewals of tools and machinery	.....	
		$10,009 67
Transportation Expenses:		
Cost of motive power	$12,162 62	
Wages of persons conducting transportation	11,253 85	
Removal of snow and ice	.....	
Damages for injuries to persons and to property	.....	
		$23,416 47
Other Transportation Expenses:		
Car service expenses and supplies	.....	
Cleaning, oiling and sanding tracks	.....	
Total operating expenses		$49,789 26

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks	$98,701 97	
Electric line construction, including poles and wiring	17,145 23	
Total cost of railway owned		$115,847 20
Cost of Equipment:		
Cars and other rolling stock and vehicles	$21,642 54	
Cost of electric equipment of same	37,304 67	
Other items of equipment	.....	
Office furniture	.....	
Total cost equipment		$58,947 21
Cost of Land and Buildings:		
Land necessary for operation of railway, park	$16,745 61	
Electric power stations, including equipment	14,000 00	
Other buildings necessary for operation of railway office and barns	26,569 31	
Total cost of land and buildings owned		$57,314 92

Cash	$2,136 93	
Bills and accounts receivable	.....	
Other current assets	.....	
Miscellaneous assets	685 55	
Material and supplies	.....	
		$2,822 48
Profit and loss balance deficit		.....
Total assets		$234,931 81
Liabilities:		
Capital stock	$90,000 00	
Funded debt	80,000 00	
		$170,000 00
Current Liabilities:		
Loans and notes payable	$18,500 00	
Audited voucher and accounts	.....	
Miscellaneous current liabilities	.....	
		$18,500 00
Accrued Liabilities:		
Interest accrued and not due	.....	
Profit and loss account balance surplus	.....	$46,431 81
Total liabilities		$234,931 81
Capital Stock:		
Authorized by law	.....	$100,000 00
Authorized by votes of company	.....	90,000 00
Outstanding	.....	90,000 00
Number of stock holders	.....	62

FUNDED DEBT.

Description of Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds outstanding.	Interest paid during year.
10 Year Debenture	5%	Nov. 10, 1915	80,000	4,052 50

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	1,099,948
Number carried per mile of main track operated	133,327
Number of car miles run	167,662
Average number of persons employed	45
Company commenced operation	.....

Description of Equipment.

Description of Equipment.	Equipped for electric power.	Number equipped.	Total passenger cars.	Equipped with fenders.	Equipped with electric heaters	Number of motors.
Box passenger cars						
Open passenger cars						
Total						
Cars other service:						
Other cars (motor)						
Snow plows						

Miscellaneous Equipment.

Freight and Baggage delivery wagons	5
Horses	8
Tip carts	

Railway Owned and Operated.

	miles.
Length of railway line computed as single track	8.25
Length of sidings and switches	1.

Accidents to Persons.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers						
Employees						
Other persons						
Total						

Corporate name and address of company: Sarnia Street Railway Co., Ltd., Sarnia, Ont.

Names and business addresses of the principal officers: President, James Flintoft, Sarnia, Ont.; Vice-President, W. B. Collins, Sarnia, Ont.; Treasurer, G. E. Wadland, Sarnia, Ont.; General Counsel, Hanna, Le Sueur & McKinley, Sarnia, Ont.; Auditor, W. R. Paul & H. Ingram, Sarnia, Ont.; General Manager, G. E. Wadland, Sarnia Ont.

Names and addresses of the officers of the company: James Flintoft, Sarnia, Ont.; W. B. Collins, Sarnia, Ont.; Robt. Mackenzie, Sarnia, Ont.; Randall Kenny, Sarnia, Ont.; Chas. S. Ellis, Sarnia, Ont.; R. V. Le Sueur, Sarnia, Ont.; T. H. Smallman, London, Ont.

Report certified to by: James Flintoft, President; G. E. Wadland, Manager, Secretary-Treasurer.

Sworn to before: Frederick C. Watson, J.P.

SARNIA STREET RAILWAY COMPANY, LIMITED.

This company reports the following additions to Property Accounts for the year ending June 30th, 1914.

Paving tax	$399 44
Additions to equipment	92 87
Car barn	1,973 89
Total additions to Property Accounts	$2,466 20

ST. THOMAS MUNICIPAL STREET RAILWAY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operating	$25,749 72	
Less operating expenses	26,701 88	
Operating expenses over income		$952 16
Charges upon Income:		
Accrued during year		
Interest on debenture debt		
Interest on unfunded debt and loans	Not given.	
Taxes		
Payment to municipalities for franchise		
Total deduction from Income		
*Deficit $952.16 plus charges upon income		
Earnings From Operation:		
From passengers carried	$23,608 09	
From tolls for use of tracks by other companies	1,400 00	
From rentals of buildings and other property	36 00	
From advertising in cars	252 00	
From other sources, Special cars, $5.00; sales of scrap, iron and copper, $448.63	453 63	
Total gross earnings from operation		$25,749 72
*Total charges upon income probably represent difference between surplus as per end June 30th, 1913 (see Report, 1913)		$25,676 33
and surplus as per end June 30th, 1914 (see Report, 1914)		20,189 97
		$5,486 36
Less deficit as shown above for year ending June 30th, 1914		952 16
Total charges upon income for the year ending June 30th, 1914		$4,534 20
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$2,904 26	
General office expenses and supplies	480 00	
Legal expenses		
Insurance	597 75	
		$3,982 01

Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses	$270 40	
		$270 40
Maintenance Roadway and Buildings:		
Repair roadbed and track	$1,397 32	
Repair electric line construction	182 45	
Repair of buildings	.....	
		$1,579 77
Maintenance of Equipment:		
Repairs, cars and other vehicles	.....	
Repairs of electric equipment of cars	.....	
Renewals of tools and machinery	.....	
Transportation Expenses:		
Cost of motive power	$5,709 89	
Wages of persons conducting transportation	15,158 81	
Removal of snow and ice	.....	
Damages for injuries to persons and to property	.....	
		$20,868 70
Other Transportation Expenses:		
Not specified	$1 00	
Cleaning, oiling and sanding tracks		$1 00
Total operating expenses		$26,701 88

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks	.....	
Electric line construction, including poles and wiring	.....	
Total cost of railway owned		$37,817 00
Cost of Equipment:		
Cars and other rolling stock and vehicles	.....	
Cost of electric equipment of same	.....	
Other items of equipment	.....	
Office furniture	.....	
Total cost equipment		$44,683 00
Cost of Land and Buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	.....	
Total cost of other permanent property owned		$4,500 00
Cash	.....	
Bills and accounts receivable	.....	
Other current assets	.....	
Miscellaneous assets	.....	
Material and supplies	.....	
Total cash and current assets		$148 08
Profit and loss balance deficit		.....
Total assets		$87,148 08
Liabilities:		
Capital stock	.....	
Debentures outstanding	$65,000 00	
		$65,000 00

Current Liabilities:		
Loans and notes payable	$493 72	
Audited voucher and accounts	1,464 39	
Miscellaneous current liabilities	.....	
		$1,958 11
Accrued Liabilities:		
Interest accrued and not due	.....	
Profit and loss account balance surplus	.....	
Total liabilities		$66,958 11
Surplus as per June 30th, 1914		20,189 97
		$87,148 08

Capital Stock:

Authorized by law .....
Authorized by votes of company .....
Outstanding .....
Number of stock holders .....

} Owned and operated by the Municipality of St. Thomas, Ont.

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
No details given	.....	.....	65,000	.....

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	558,914
Number carried per mile of main track operated	74,521
Number of car miles run	295,785
Average number of persons employed	28
Company commenced operation	.....

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Trailer cars.	Equipped for electric power.	Number equipped.	Total passenger cars.	Equipped with fenders.	Equipped with stoves.	Number of motors.
Box passenger cars	....	10	.....	.....	10	10	.....
Open passenger cars	4	2	.....	.....	2	.....	.....
Total	4	12	.....	.....	12	10	.....
Cars other service—							
Other cars (motor)	....	.....	.....	.....	.....	.....	.....
Snow plows	....	1	.....	.....	.....	.....	.....

Miscellaneous Equipment.

Highway vehicles	.....
Tower wagon	.....
Tip carts	.....

Railway Owned and Operated.

Length of railway line computed as single track	7.5 miles.
Length of sidings and switches	.....

Accidents to Persons.

Killed and injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	.....	.....	.....	.....	.....	.....
Employees	.....	.....	.....	.....	.....	.....
Other persons	.....	.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....	.....	.....

Corporate name and address of the company: St. Thomas Municipal Street Railway, City Hall, St. Thomas, Ont.

Names and business addresses of principal officers: Treasurer and Secretary, Miss Ethel Maxwell, City Hall, St. Thomas, Ont.; Clerk of Corporation, W. B. Doherty, City Hall, St. Thomas, Ont.; Auditor, H. T. Gough, St. Thomas, Ont.; Superintendent, J. F. Daugharty, St. Thomas, Ont.

Names and residences of Board of Directors: Chairman, Gilbert Roche, St. Thomas, Ont.; Mayor, Marshall B. Johnson, St. Thomas, Ont.

We hereby certify that the statements contained in foregoing report are full, just and true: Ethel Maxwell, Treasurer, J. F. Daugharty, Superintendent, St. Thomas Municipal Street Railway.

Then personally appeared the above named and severally made oath that the foregoing certificate by them subscribed is to the best of their knowledge and belief true: Before me, W. B. Doherty, Notary Public, Ontario.

ST. THOMAS MUNICIPAL RAILWAY.

No additions to Property Accounts were made during the year ending June 30th, 1914.

THURLOW RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31ST, 1914.

General Exhibit:		
Gross earnings from operating	$41,170 00	
Less operating expenses	19,650 53	
Gross income over operating expenses	$21,519 47	
Miscellaneous income, interest	772 03	
Gross income per year 1913-14		$22,291 50
Charges upon income:		
Accrued during year	.....	
Interest on funded debt	.....	
Interest on unfunded debt and loans	.....	
Dividends declared	$87,500 00	
Payment to municipalities for franchise	.....	
Total deduction from income		$87,500 00
Deficit for the year 1914		$65,208 50
Surplus as per December 31st, 1913		$94,990 62
Total surplus as per December 31st, 1914		$29,782 12
Earnings from Operation:		
From passengers carried	.....	
From carriage of freight	$41,170 00	
From advertising in cars	.....	
From other sources	.....	
Total gross earnings from operation		$41,170 00
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	.....	
General office expenses and supplies	.....	
Legal expenses	.....	
Insurance	.....	
Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses	.....	
Maintenance Roadway and Buildings:		
Repair roadbed and track	$5,684 80	
Repair electric line construction	.....	
Repair of buildings	.....	
		$5,684 80
Maintenance of Equipment:		
Repairs, cars and other vehicles	.....	
Repairs of miscellaneous equipment	$3,675 04	
Renewals of tools and machinery	.....	
		$3,675 04
Transportation Expenses:		
Cost of motive power	.....	
Wages of persons conducting transportation	$5,704 44	
Removal of snow and ice	.....	
Damages for injuries to property, fire claim	20 00	
		$5,724 44
Other Transportation Expenses:		
Fuel	$4,281 60	
Material	284 65	
		$4,566 25
Total operating expenses		$19,650 53

GENERAL BALANCE SHEET, 31ST DECEMBER, 1914.

Assets:		
Cost of Railway:		
Roadbed and tracks	$26,723 24	
Electric line construction, including poles and wiring	.....	
Total cost of railway owned		$26,723 24
Cost of Equipment:		
Cars and other rolling stock and vehicles	$25,224 04	
Cost of electric equipment of same	.....	
Other items of equipment	.....	
Office furntiure	.....	
Total cost equipment		$25,224 04
Cost of Land and Buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	$1,013 40	
Total cost of land and buildings owned		$1,013 40
Cash	.....	
Bills and accounts receivable	$1,821 44	
Other current assets	.....	
Miscellaneous assets	.....	
Material and supplies	.....	
		$1,821 44
Profit and loss balance deficit		.....
Total assets		$54,782 12
Liabilities:		
Capital stock	$25,000 00	
Funded debt	.....	
		$25,000 00
Current Liabilities:		
Loans and notes payable	.....	
Audited voucher and accounts	.....	
Miscellaneous current liabilities	.....	
Accrued Liabilities:		
Interest accrued and not due	.....	
Profit and loss account balance surplus	.....	
Total liabilities		$25,000 00
Surplus as per December 31st, 1914		29,782 12
		$54,782 12
Capital Stock:		
Authorized by law	.....	$50,000 00
Authorized by votes of company	.....	25,000 00
Outstanding	.....	25,000 00
Number of stock holders	.....	Not given.

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
None	.....	.....	.....	.....

Volume of Traffic, Etc.

Number of paying passengers carried during year	
Number carried per mile of main track operated	
Number of car miles run	
Average number of persons employed	16
Company commenced operation	

Description of Equipment.

Description of Equipment.	Equipped for electric power.	Number equipped.	Total passenger cars.	Equipped with fenders.	Equipped with electric heaters	Number of motors.
Box cars (21); Coal and Dump cars (16); Locomotives (3)						
Total						
Cars other service:						
Other cars (motor)						
Snow plows						

Miscellaneous Equipment.

Highway vehicles	
Tower wagon	
Tip carts	

Railway Owned and Operated.

	Miles.
Length of railway line computed as single track	2.671
Length of sidings and switches	2.766

Accidents to Persons.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers						
Employees						
Other persons						
Totals						

Corporate name and address of the Company: Thurlow Railway Company.

Names and business addresses of principal officers: President, F. P. Jones, Montreal, Que.; Treasurer, H. L. Dobee, Montreal, Que.

Names and residence of Board of Directors: F. P. Jones, Montreal, Que.; H. L. Dobee, Montreal, Que.; C. C. Ballantyne, Montreal, Que.; G. E. Drummond, Montreal, Que.; A. C. Bedford-Jones, Montreal, Que.

We hereby certify that the statements contained in foregoing report are full, just and true: F. P. Jones, President, C. C. Ballantyne, Geo. E. Drummond, H. L. Dobee, A. C. Bedford-Jones, Directors of the Thurlow Railway Company.

Then personally appeared the above named and severally made oath that the foregoing certificate by them subscribed is to the best of their knowledge and belief true. Before me: Report is not sworn to.

THURLOW.

No additions were made to property accounts during the year ending June 30th, 1914.

THE TORONTO RAILWAY COMPANY.

For the Year Ending June 30th, 1914.

General Exhibit:		
Gross earnings from operating		$6,221,838 68
Transferred from suspense reserves		25,500 00
		$6,247,338 68
Less operating expenses		3,249,272 79
Gross income over operating expenses and income		$2,998,065 89
Charges upon Income:		
Interest on funded debt	$196,174 07	
Percentage payment to city treasurer	997,790 93	
Payment charges	91,466 20	
Commutation taxes	80,919 27	
Sundry charges upon income	7,000 00	
		$1,373,350 47
Gross surplus for the year ending June 30th, 1914		$1,624,715 42
8% dividend paid		896,295 35
Net surplus for the year ending June 30th, 1914		$728,420 07
Surplus as per June 30th, 1913		3,914,301 16
Total surplus		$4,642,721 23
Earnings From Operation:		
From passengers carried	$6,151,838 69	
From advertising in cars	13,155 72	
From street sprinkling	10,275 44	
From interest and discount, sundries	46,568 83	
Total gross earnings from operation		$6,221,838 68
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$97,913 20	
General office expenses and supplies	18,274 55	
Legal expenses	7,584 02	
Insurance	30,402 63	
		$154,174 40
Other General Expenses:		
Stove expenses	$10,010 52	
Advertising and attractions	126 54	
Miscellaneous general expenses, street sprinkling operations	4,279 52	
		$14,416 58

Maintenance Roadway and Buildings:		
Superintendence of way and structures	$9,635 57	
Repair roadbed and track	86,332 45	
Repair electric line construction	37,465 99	
Repair of buildings	28,049 12	
		$161,483 13
Maintenance of Equipment:		
Superintendence of equipment	$27,260 07	
Repairs, cars and other vehicles	240,103 07	
Steam and electric plant	16,667 41	
Repairs of electric equipment of cars	154,949 63	
Repairs, miscellaneous equipment	38,763 80	
Renewals of tools and machinery, shop expenses	18,379 05	
Provender and stabling	4,616 35	
		$500,739 38
Transportation Expenses:		
Cost of motive power	$527,307 04	
Wages of persons conducting transportation	1,749,861 62	
Removal of snow and ice	6,688 71	
Damages for injuries to persons and to property	122,736 76	
		$2,406,594 13
Other Transportation Expenses:		
Air compressors	$4,913 43	
Cleaning, oiling and sanding tracks	6,951 74	
		$11,865 17
Total operating expenses		$3,249,272 79

GENERAL BALANCE SHEET, 31ST DECEMBER, 1914.

Assets:		
Cost of Railway.		
Roadbed and tracks		
Electric line construction, including poles and wiring		
Total cost of railway owned		
Cost of Equipment:		
Cars and other rolling stock and vehicles		
Cost of electric equipment of same		$19,710,152 74
Other items of equipment		
Office furniture		
Total cost of equipment		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of railway, equipment, land and buildings owned		$19,710,152 74
Cash	$1,229,662 77	
Bills and accounts receivable	1,230,709 35	
Prepaid accounts	21,975 91	
Suspense items awaiting classification	41,447 91	
Material and supplies	317,021 58	
		$2,840,817 52
Profit and loss balance deficit		.....
Total assets		$22,550,970 26
Liabilities:		
Capital stock	$11,850,925 00	
Funded debt	3,987,206 66	
Real estate mortgage	70,000 00	
		$15,908,131 66

Current Liabilities		
Outstanding tickets	$191,927 02	
Audited voucher and accounts	688,340 13	
Dividend due July 1st	236,319 35	
		$1,116,586 50
Accrued Liabilities:		
Undistributed interest	$25,202 06	
Interest accrued and not due	51,401 41	
		$76,603 47
Injuries and damages insurance fund	$182,716 17	
Provision for renewals	624,211 23	
		$806,927 40
Profit and loss account balance surplus		$4,642,721 23
		$22,550,970 26
Capital Stock:		
Authorized by law		$12,000,000 00
Authorized by votes of company		.....
Outstanding		11,850,925 00
Number of stock holders		2,455

FUNDED DEBT.

Description of Bonds.	Rate interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
1st mtg. Bonds ($35,000) a mile	4½ %	1921	$3,387 206 66	$160,174 07
Underlying deb. of old Toronto St. Railway	6 %	1914	600,000 00	36,000 00

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	155,399,173
Number carried per mile of main track operated	1,346,438
Number of car miles run	22,464,665
Average number of persons employed	3,106
Company commenced operation	.....

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Equipped for electric power.	Trailers.	Passenger official cars.	Equipped with fenders.	Equipped with stoves.	Number of motors.
Box passenger cars	240	38	1	846	846	.....
Open passenger cars	88	92	.....	.....	.....	.....
Convertible	517	33	.....	.....	.....	.....
Total	845	163	1	846	846	.....
Cars other service—						
Other cars (motor)	.....	.....	.....	.....	.....	.....
Snow sweepers	17	.....	.....	.....	.....	.....

Miscellaneous Equipment.

Highway vehicles, 1 sleigh, 6 carts, 7 sprinklers, 2 fare box cars	.....
Ten work cars, 2 air com. cars, 2 motor overhead wagons, 11 wagons	.....
Ten horses, 3 motor cycles, 3 trouble auto motor trucks	.....

Railway Owned and Operated.

	Miles.
Length of railway line computed as single track	115.415
Length of sidings and switches	7.719

Accidents to Persons.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	.....	180	4	708	4	888
Employees	2	106	.....	262	2	368
Other persons	3	70	10	312	13	382
Totals	5	356	14	1,282	19	1,638

Corporate name: The Toronto Railway Company, King and Church Sts., Toronto, Ont.

Principal officers: President, Sir William Mackenzie, Toronto St., Toronto, Ont.; Vice-President, Frederic Nicholls, King and Simcoe Sts., Toronto, Ont.; Treasurer, J. C. Grace, King and Church Sts., Toronto, Ont.; General Counsel, McCarthy, Osler, Hoskin & Harcourt, Dominion Bank Building, Toronto, Ont.; Auditor, W. S. Andrews, 4 Beaumont Road, Toronto, Ont.; General Manager, Robert J. Fleming, King and Church Sts., Toronto, Ont.; Superintendent, James Gunn, King and Church Sts., Toronto, Ont.

Directors: Sir William Mackenzie, Toronto; Frederic Nicholls, Toronto; Sir H. M. Pellatt, Toronto; E. R. Wood, Toronto; James Gunn, Toronto; W. D. Mathews, Sir Rodolphe Forget, Montreal.

Report is certified to by: J. C. Grace, Secretary-Treasurer; James Gunn, Superintendent.

Sworn to before: Norman Y. Poncher, Notary Public.

THE TORONTO RAILWAY COMPANY.

Additions to property accounts, year ending June 30th, 1914.

Track construction	$64,350 10
Overhead construction	55,552 77
Real estate and buildings	204,120 95
Motor equipment	145,036 80
Power plant	81 64
Tools and machinery	10,175 47
Miscellaneous equipment	81 59

Rolling stock	238,877 70
Storage battery plant	35,520 73
Sub-station equipment	49,031 02
Air compressor plant	14,346 34
Office furniture	249 90
	$817,425 01

TORONTO CIVIC RAILWAY.

AS PER JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operation		$117,390 40
Operating expenses		124,193 82
Net deficit from operation		$6,803 42
Interest from sinking fund		1,562 62
Gross deficit above operating expenses		$5,240 80
Charges upon Income:		
Interest on funded debt	$51,871 24	
Payment to debenture sinking fund	37,302 55	
Total deduction from income		$89,173 79
Deficit for year ending June 30th, 1914		$94,414 59
Deficit as per June 30th, 1913		155,193 15
Total deficit as per June 30th, 1914		$249,607 74
Earnings From Operation:		
Receipts from passengers carried	$117,390 40	
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$6,227 03	
General office expenses and supplies	1,460 92	
Legal expenses	.....	
Insurance	1,463 45	
		$9,151 40
Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses	.....	
Maintenance Roadway and Buildings:		
Repair roadbed and track	$2,387 56	
Repair electric line construction	379 96	
Repair of buildings	.....	
		$2,767 52
Maintenance of Equipment:		
Repairs, cars and other vehicles	.....	
Repairs of electric equipment of cars and miscellaneous equipment	$15,001 97	
Renewals of tools and machinery	.....	
		$15,001 97
Transportation Expenses:		
Cost of motive power	$36,187 02	
Wages of persons conducting transportation	53,818 66	
Removal of snow and ice	383 94	
Damages for injuries to persons and to property	880 55	
		$91,270 17

Other Transportation Expenses:		
Car service expenses and supplies	.....	
Cleaning, oiling, heating, tickets and sundries	.....	
		$6,002 76
Total operating expenses		$124,193 82

GENERAL BALANCE SHEET, 31ST DECEMBER, 1914.

Assets:		
Cost of Railway:		
Engineering and other exp. inc. to construction	$50,933 68	
Roadbed and tracks	727,778 87	
Electric line construction, including poles and wiring	43,146 63	
Total cost of railway owned		$821,859 18
Cost of Equipment:		
Cars and other rolling stock and vehicles	$214,842 25	
Cost of electric equipment of same		
Other items of equipment	.....	
Office furniture	.....	
Total cost equipment		$214,842 25
Cost of Land and Buildings:		
Land necessary for operation of railway	$96,581 69	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	2,812 84	
Total cost of land and buildings owned		$99,394 53
Total permanent investments		$1,136,095 96
Debenture sinking fund in bank		89,389 76
Bills and accounts receivable	.....	
Other current assets	.....	
Miscellaneous assets	.....	
Material and supplies	.....	
Profit and loss balance deficit		$249,607 74
Total assets		$1,475,093 46
Liabilities:		
Capital stock	.....	
Funded debt	$1,296,781 00	
		$1,296,781 00
Current Liiabilities:		
Overdraft, city treasurer	$84,315 97	
Audited voucher and accounts	.....	
Unredeemed tickets	4,606 73	
		$88,922 70
Accrued Liabilities:		
Debenture sinking fund	.....	$89,389 76
Profit and loss account balance surplus	.....	
Total liabilities		$1,475,093 46
Capital Stock:		
Authorized by law		Municipally owned.
Authorized by votes of company		
Outstanding		
Number of stock holders		

Funded Debt.

Description Bonds.	Rate interest.	Maturity Bonds.	Amount of Bonds outstanding.	Interest paid during year.
Under By-law 5626	4%	1936	1,157,293	46,291 72
" " 5933	4%	1936	139,488	5,579 52

Volume of Traffic, etc.

Number of paying passengers carried during year	6,945,679
Number carried per mile of main track operated	418,290
Number of car miles run	849,218
Average number of persons employed	108
Company commenced operation	.....

Description of Equipment.

Description of Equipment.	Equipped for electric power.	Number equipped.	Total passenger cars.	Equipped with fenders.	Equipped with electric heaters	No. of motors.
Box passenger cars	24	.....	.....	.....	.....	.....
Open passenger cars	.....	.....	.....	.....	.....	.....
Total	24	.....	.....	.....	.....	.....
Cars other service—						
Other cars (motor) snow sweeper	1	.....	.....	.....	.....	.....
Snow plows	.....	.....	.....	.....	.....	.....

Miscellaneous Equipment.

Highway vehicles, one dray	1
Overhead work wagon	1
Tip carts, horses	1

Railway Owned and Operated.

	Miles.
Length of railway line computed as single track	16.8
Length of sidings and switches	1.036

ACCIDENTS TO PERSONS.

Killed and injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	.....	2	.....	4	.....	6
Employees	.....	1	.....	3	.....	4
Other persons	.....	2	1	3	1	5
Totals	.....	5	1	10	1	15

Corporate name: Corporation of the City of Toronto Civic Railway.

General Manager, R. C. Harris, Commissioner of Works.

TORONTO CIVIC RAILWAY.

This company made the following expenditures during the year ending June 30th, 1914:

Extensions of tracks (length 73,920 feet)	$587,256 30
New electric line construction (length 116,160 feet)	42,291 31
Additional cars (20 in number)	166,814 39
Additional land necessary for operation of railway and buildings	87,658 04
Total addition to Property Accounts for the year	$884,020 04

THE TORONTO SUBURBAN RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operating	$104,444 22	
Less operating expenses	69,358 33	
Gross income over operating expenses		$35,085 89
Charges upon Income:		
Accrued during the year	$6,300 00	
Taxes, municipal	842 01	
Profit and loss, bad debts	497 32	
		$7,639 33
Surplus for the year ending June 30th, 1914		27,446 56
Deficit as per June 30th, 1913		51,564 03
Deficit as per June 30th, 1914		$24,117 47
Earnings From Operation:		
From passengers carried	$101,572 11	
From mails	100 00	
From advertising in cars	300 00	
From sale of scrap	815 41	
From sale of furniture and supplies	609 90	
From interest and discount	502 80	
From parks and athletic grounds	544 00	
Total gross earnings from operation		$104,444 22

Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$4,626 18	
General office expenses and supplies	742 35	
Legal expenses	105 16	
Insurance	5,455 44	
		$10,929 13
Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses	$7,883 31	
		$7,883 31
Maintenance Roadway and Buildings:		
A. C. line expenses	$5,134 33	
Repair roadbed and track	4,872 34	
Crossing expenses	933 88	
Repair electric line construction	771 16	
Repair of buildings, $186.28; park expenses, $186.07	372 35	
		$12,084 06
Maintenance of Equipment:		
Repairs, cars and other vehicles	$4,122 22	
Repairs of electric equipment of cars	1,827 49	
Repairs of miscellaneous equipment	2,086 44	
		$8,036 15
Transportation Expenses:		
Cost of motive power	$4,020 41	
Wages of persons conducting transportation	25,455 45	
Removal of snow and ice	349 82	
Rentals of buildings and other property	600 00	
		$30,425 68
Other Transportation Expenses:		
Car service expenses and supplies	.....	
Cleaning, oiling and sanding tracks	.....	
Total operating expenses		$69,358 33

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:	
Cost of Railway:	
Roadbed and tracks	
Electric line construction, including poles and wiring	
Total cost of railway owned	
Cost of Equipment:	
Cars and other rolling stock and vehicles	
Cost of electric equipment of same	
Other items of equipment	
Office furniture	
Total cost equipment	
Cost of Land and Buildings:	
Land necessary for operation of railway	
Electric power stations, including equipment	
Other buildings necessary for operation of railway	
*Total cost of railway, equipment and of land and buildings owned	$353,519 97

Cash	$30,950 04	
Bills and accounts receivable	21,764 24	
Other current assets, discount on expense bond issue	274,963 85	
Miscellaneous assets, prepaid account, $1,231.00; deposit on security, $2,000.00 for costs in action with City of Toronto	3,231 00	
Material and supplies	16,765 03	
New construction contract account	3,501,069 97	
		$3,848,744 13
Profit and loss balance deficit		24,117 47
Total assets		$4,226,381 57
Liabilities:		
Capital stock	$1,500,000 00	
Funded debt	2,628,000 00	
		$4,128,000 00
Current Liabilities:		
Loans and notes payable	.....	
Audited voucher and accounts	$44,176 64	
Miscellaneous current liabilities	.....	$44,176 64
Accrued Liabilities:		
Interest accrued and not due	$54,204 93	
Profit and loss account balance surplus	.....	
		$54,204 93
Total liabilities		$4,226,381 57
Capital Stock:		
Authorized by law		$3,000,000 00
Authorized by votes of company		3,000,000 00
Outstanding		1,500,000 00
Number of stock holders		Not given.

FUNDED DEBT.

Description of Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
This debt covers present system in process of construction	4½%	July 15, 1961	2,628,000	.....

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	2,374,558
Number carried per mile of main track operated	241,317
Number of car miles run	341,428
Average number of persons employed	52
Company commenced operation	.....

*As this company was taken over as a going concern the cost of same at time of construction is not known, but is estimated only. To this estimate should be added loss in operation and interest charges unpaid, the amount of which has not been definitely obtained.

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Equipped for electric power.	Number equipped.	Total passenger cars.	Equipped with Fenders.	Equipped with electric heaters.	Number of motors.
Box passenger cars	12	.....	.....	all	all	.....
Open passenger cars	3	.....	.....	.....	.....	.....
Total	15	.....	.....	.....	.....	.....
Cars other service—						
Other cars, Platform cars	2	.....	.....	.....	.....	.....
Snow sweepers	1	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

Wagons	3
Motor Cycle	1
Tip Carts	.....

RAILWAY OWNED AND OPERATED.

	Miles.
Length of railway line computed as single track	9.84
Length of sidings and switches	.42

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers	.....	1	.....	.....	.....	1
Employees	.....	2	.....	.....	.....	2
Other persons	.....	.....	.....	.....	.....	.....
Totals	.....	3	.....	.....	.....	3

Corporate name and address of the Company: The Toronto Suburban Railway Company, West Toronto, Ont.

Names and business addresses of principal officers: President, Sir. Wm. Mackenzie; Vice-President, Allan H. Royce; Treasurer, Geo. C. Royce; General Counsel, Royce, Henderson & Boyd; General Manager, Geo. C. Royce.

Names and residence of Board of Directors: Sir Wm. Mackenzie, Toronto, Ont.; Allan H. Royce, Toronto, Ont.; George C. Royce, Toronto, Ont.; Hon. F. H. Phippen, Toronto, Ont.; L. W. Mitchell, Toronto, Ont.; R. M. Horne Payne, London, England.

We hereby certify that the statements contained in foregoing report are full, just and true: Allan H. Royce, Vice-President, George C. Royce, Secretary-Treasurer, of The Toronto Suburban Railway Company.

Then personally appeared the above named and severally made oath that the foregoing certificate by them subscribed is to the best of their knowledge and belief true.
Before me: R. B. ————, Notary Public.

THE TORONTO SUBURBAN RAILWAY COMPANY.

This company made the following expenditures during the year ending June 30th, 1914:

Track and roadway	$11,785 93
New electric line construction	5,108 24
Additions to equipment	5,701 57
Sundry plant	6 00
Total additions to Property Accounts for the year...	$22,601 74

TORONTO & YORK RADIAL RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:		
Gross earnings from operation	$593,953 42	
Less operating expenses	401,222 76	
Net earnings from operation		$192,730 66
Charges upon Income:		
Interest on funded debt	$82,000 00	
Interest and discount on unfunded debt and loans	48,902 34	
Taxes, Municipal, $5,675.44; provincial, $1,086.45	6,761 89	
		$137,664 23
Surplus for the year ending June 30th, 1914		$55,066 43
Surplus as per June 30th, 1913		257,898 02
Total surplus as per June 30th, 1914		$312,964 45
Earnings From Operation:		
From passengers carried	$506,225 71	
From mails	3,398 48	
From Mimico and Scarboro Division	825 97	
From Metropolitan Division	75,655 55	
From rentals of buildings and other property	1,409 40	
From advertising in cars	1,294 21	
From sale of sand and gravel	3,606 64	
From revenue from parks	1,537 46	
Gross earnings from operation		$593,953 42
Expenses of Operation:		
General Expenses:		
Salaries of officers and clerks	$15,098 75	
General office expenses and supplies	1,668 99	
Legal expenses	468 85	
Insurance	3,936 35	
		$21,172 94
Other General Expenses:		
Advertising	.....	
Miscellaneous general expenses:		
Stove expenses	$2,625 38	
Advertising and attractions	3,280 78	
Miscellaneous general expenses	3,325 79	
Freight expenses	17,630 69	
Power and light expenses	3,226 62	
	$30,089 26	
		$30,089 26

Maintenance Roadway and Buildings:		
Repair roadbed and track	$32,410 11	
Repair electric line construction	6,061 33	
Shop expense	110 56	
Repair of buildings	3,256 26	
		$41,838 26
Maintenance of Equipment:		
Steam and electric plant	$1,592 33	
Repairs, cars and other vehicles	32,142 01	
Provender and stabling	8,953 85	
Repairs of electric equipment of cars	30,655 37	
Repairs, miscellaneous equipment	18,239 61	
Renewals of tools and machinery, air compression	1,765 15	
		$93,348 32
Transportation Expenses:		
Cost of motive power	$86,874 33	
Wages of persons conducting transportation	105,465 11	
Removal of snow and ice	4,735 22	
Damages for injuries to persons and to property	10,150 00	
		$207,224 66
Other Transportation Expenses:		
Car service expenses and supplies	.....	
Cleaning, oiling and sanding tracks	$7,549 32	
		$7,549 32
Total operating expenses		$401,222 76

GENERAL BALANCE SHEET, 31ST DECEMBER, 1914.

Assets:		
Cost of Railway:		
Purchase price	$2,792,301 42	
Roadbed and tracks and right-of-way	1,481,153 80	
Electric line construction, including poles and wiring	271,434 89	
Engineering and other expenses	1,928 43	
Total cost of railway owned		$4,546,818 54
Cost of Equipment:		
Cars and other rolling stock and vehicles	$336,664 65	
Cost of electric equipment of same	188,707 44	
Tools and machinery	10,645 12	
Compressor plant	10,336 41	
Total cost equipment		$546,353 62
Office furniture		$1,559 09
Cost of Land and Buildings:		
Land necessary for operation of railway, real estate and buildings	$258,234 36	
Electric power stations, including equipment	129,214 05	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned		$387,448 41
		$5,482,179 66
Cash	$7,305 98	
Bills and accounts receivable	117,402 81	
Other current assets, prepaid accounts	797 65	
Miscellaneous assets, distributed expenditures on capital accounts	31,766 36	
Material and supplies	95,013 90	
		$252,286 70
Profit and loss balance deficit		.....
Total assets		$5,734,466 36

Liabilities:			
Capital stock		$2,000,000 00	
Real estate mortgages		40,300 00	
Funded debt		1,640,000 00	
			$3,680,300 00
Current Liabilities:			
Matured interest coupons unpaid		$750 00	
Loans and notes payable		1,624,486 15	
Audited voucher and accounts		56,826 72	
Unclaimed wages		238 28	
Miscellaneous current liabilities, unredeemed tickets.		10,761 82	
			$1,693,062 97
Accrued Liabilities:			
Interest accrued and not due		$20,500 00	
Contingent account for renewals, $21,112.61; injury and damages insurance, $6,526.33		27,638 94	
Profit and loss account balance surplus		312,964 45	
			$361,103 39
Total liabilities			$5,734,466 36
Capital Stock:			
Authorized by law			$2,000,000 00
Authorized by votes of company			
Outstanding			2,000,000 00
Number of stock holders			1

FUNDED DEBT.

Description Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
First mortgage Gold	5%	1st Oct. 1919	1,640,000	82,000

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	6,280,595
Number carried per mile of main track operated	86,712
Number of car miles run	1,523,702.84
Average number of persons employed	375
Company commenced operation	

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Equipped for electric power.	Number equipped.	Total passenger cars.	Equipped with fenders.	Equipped with electric heaters	No. of Motors
Box passenger cars	52					
Open passenger cars	4					
Total	56					
Cars other service:						
Other cars, official (1); electric locomotives (1); Snow plows (4); tool cars (12); platform (10); baggage and mail exp. (10)						

Miscellaneous Equipment.

Highway vehicles	
Tower wagon	
Tip carts	

Railway Owned and Operated.

	Miles.
Length of railway line computed as single track	72.43
Length of sidings and switches	9.57

Accidents to Persons.

Killed and injured.	From causes beyond their own control		From their own carelessness.		Totals.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers				8		8
Employees				1		1
Other persons			2	8	2	8
Totals			2	17	2	17

Corporate name: Toronto & York Radial Railway Company, 92 King St. E., Toronto, Ont.

Principal officers: President, Sir Wm. Mackenzie; Vice-President, Frederic Nicholls; Secretary-Treasurer, J. C. Grace; General Counsel, Aylesworth, Wright, Moss & Thompson; Auditor, J. M. Smith; General Manager, W. H. Moore; Assistant General Manager, Charles L. Wilson—all of Toronto.

Directors: Sir Wm. Mackenzie, Frederic Nicholls, James Gunn, Wilmot D. Mathews, Sir Henry M. Pellatt,—all of Toronto; Sir Rodolphe Forget, Montreal.

Report is certified to by: W. H. Moore, General Manager; James Gunn, Director.

Sworn to before: R. H. M. Temple, Notary Public.

TORONTO & YORK RADIAL RAILWAY COMPANY.

This company reports the following additions to permanent property during the year ending June 30th, 1914:

Extension of tracks	$26,288 25
New electric line construction	54,281 42
Additional cars	8,659 73
Electric equipment of same	5,996 01
Miscellaneous equipment	11,747 35
Additional land necessary for operation of railway	55,405 54
Real estate	10,791 74
Additional equipment of power stations	74,396 57
Office furniture	7 50
Engineering expenses	1,528 43
Total additions to permanent property	$250,200 75
Less credit to road and equipment account	7,698 58
Net addition to permanent property	$242,502 17

THE WINDSOR & TECUMSEH ELECTRIC RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1914.

General Exhibit:	
Gross earnings from operating	
Less operating expenses	
Gross income over operating expenses	
Charges upon income:	
Accrued during year	This company is leased and operated by the Sandwich, Windsor & Amherstburg Railway, and all figures are included in the Sandwich, Windsor & Amherstburg Report.
Interest on funded debt	
Interest on unfunded debt and loans	
Taxes	
Payments to municipalities for franchise	
Total deduction from income	
surplus or deficit	
Earnings from Operation:	
From passengers carried	
From mails	
From advertising in cars	
From other sources	
Total gross earnings from operation	
Expenses of Operation:	
General Expenses:	
Salaries of officers and clerks	
General office expenses and supplies	
Legal expenses	
Insurance	
Other General Expenses:	
Advertising	
Miscellaneous general expenses	
Maintenance Roadway and Buildings:	
Repair roadbed and track	
Repair electric line construction	
Repair of buildings	Included in Sandwich, Windsor & Amherstburg Railway Report.
Maintenance of Equipment:	
Repairs, cars and other vehicles	
Repairs of electric equipment of cars	
Renewals of tools and machinery	
Transportation Expenses:	
Cost of motive power	
Wages of persons conducting transportation	
Removal of snow and ice	
Damages for injuries to persons and to property	
Other Transportation Expenses:	
Car service expenses and supplies	
Cleaning, oiling and sanding tracks	
Total operating expenses	

GENERAL BALANCE SHEET, JUNE 30TH, 1914.

Assets:	
Cost of Railway:	
Roadbed and tracks	Included in Sandwich, Windsor & Amherstburg Railway Report.
Electric line construction, including poles and wiring	
Total cost of railway owned	
Cost of Equipment:	
Cars and other rolling stock and vehicles	
Cost of electric equipment of same	
Other items of equipment	
Office furniture	
Total cost equipment	
Cost of Land and Buildings:	
Land necessary for operation of railway	
Electric power stations, including equipment	
Other buildings necessary for operation of railway	
Total cost of land and buildings owned	
Cash	
Bills and accounts receivable	
Other current assets	
Miscellaneous assets	
Material and supplies	
Profit and loss balance deficit	
Total assets	
Liabilities:	
Capital stock	Included in Sandwich, Windsor & Amherstburg Railway Report.
Funded debt	
Current Liabilities:	
Loans and notes payable	
Audited voucher and accounts	
Miscellaneous current liabilities	
Accrued Liabilities:	
Interest accrued and not due	
Profit and loss account balance surplus	
Total liabilities	

Capital Stock:		
Authorized by law	.....	$100,000 00
Authorized by votes of company	.....	.....
Outstanding	.....	100,000 00
Number of stock holders	.....	7

FUNDED DEBT.

Description of Bonds.	Rate Interest.	Maturity Bonds.	Amount of Bonds Outstanding.	Interest paid during year.
20 year	5%	Sept. 2, 1927	189,000	9,450

VOLUME OF TRAFFIC, ETC.

Number of paying passengers carried during year	Included in Sandwich, Windsor and Amherstburg Ry. report.
Number carried per mile of main track operated	
Number of car miles run	
Average number of persons employed	
Company commenced operation	

DESCRIPTION OF EQUIPMENT.

Description of Equipment.	Equipped for electric power.	Number equipped.	Total passenger cars.	Equipped with fenders.	Equipped with heaters.	Number of Motors.
Box passenger cars						
Open passenger cars						
Total						
Cars other service:						
Other cars (motor)						
Snow plows						

MISCELLANEOUS EQUIPMENT

Highway vehicles	
Tower wagon	
Tip carts	

RAILWAY OWNED AND OPERATED,

	Miles.
Length of railway line computed as single track	9.45
Length of sidings and switches	

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	Included in Sandwich, Windsor and Amherstburg Railway Report.					
Employees						
Other persons						
Total						

Corporate name: The Windsor & Tecumseh Electric Railway Co., Windsor, Ont.

Principal officers: President, F. W. Brooks; Vice-President, James Anderson; Treasurer, Joseph Bampton; Clerk of Corporation, Albert E. Peters.

Directors: J. C. Hutchins, Detroit, Mich.; F. W. Brooks, Detroit, Mich.; Jas. Bampton, Detroit, Mich.; Allen F. Edwards, Detroit, Mich.; Irvin Fullerton, Detroit, Mich.; Albert E. Peters, Detroit, Mich.; James Anderson, Windsor, Ont.

Report is certified to by: Jos. Bampton, Treasurer; James Anderson, General Manager.

Sworn to before: Alex. R. Bartlet, Notary Public.

WINDSOR & TECUMSEH.

This railway is leased to and operated by the Sandwich, Windsor and Amherstburg Railway.

TABULATED STATEMENT OF ASSETS AND LIABILITIES AS PER JUNE 30TH, 1914

Name of Railway.	Authorized Capital Stock.	Assets.			Liabilities.					Total Surplus.
		Cost of Railway Equipment, Land and Buildings.	Cash and other Assets.	Deficit.	Capital Stock outstanding.	Funded Debt.	Loans and Notes payable.	Current and Accrued Liabilities.	Reserve and other Special Funds.	
	$	$ c.	$ c.	$ c.	$	$ c.	$ c.	$ c.	$ c.	$ c.
*Fort William Electric	Municipal	874,000 00	117,540 25	15,018 22	Municipal	874,000 00	.....	26,187 49	106,370 98	.....
Berlin and Northern	400,000	45,706 34	163 16	744 85	17,400	2,400 00	25,563 97	1,250 38	.....	.....
**Berlin and Waterloo	.....	181,346 84	13,629 52	.....	.....	157,914 24	.....	7,566 84	29,089 58	405 70
Cornwall St., Lt. & Pr.	200,000	218,455 29	24,069 24	.....	200,000	.....	.....	3,062 72	21,500 00	17,961 81
Galt, Preston & Hespeler	500,000	967,686 74	69,749 26	.....	125,000	426,000 00	.....	54,811 48	378,673 81	52,950 71
**Guelph Radial (Municipal)	400,000	195,699 59	7,263 73	.....	169,870	.....	.....	808 38	12,420 99	19,863 95
Hamilton & Dundas	100,000	214,445 33	59,208 18	.....	100,000	100,000 00	.....	410 40	10,427 38	62,815 73
Hamilton, Grims. & Beams.	235,000	481,006 38	2,654 27	.....	235,000	150,000 00	51,242 87	3,079 69	13,039 50	31,298 59
Hamilton Street	914,000	2,026,290 79	7,240 78	.....	914,000	480,000 00	106,341 68	91,163 11	22,909 94	419,117 44
**Huntsville & Lake of Bays	50,000	27,800 00	3 32	.....	27,800	.....	.....	.....	.....	3 32
International Transit	150,000	508,381 71	118,854 87	.....	150,000	240,000 00	95,714 32	73,270 02	67,039 81	1,212 43
Kingston, Ports. & Cataraqui	not given	not given	not given	not given	*83,100	*100,000 00	not given	*2,165 00	not given	not given
London Street	750,000	1,312,100 87	134,378 54	.....	556,000	650,000 00	15,000 00	88,850 34	3,326 09	133,302 98
Midland Simcoe	.....	317,874 82	.....	36,762 99	250,000	.....	104,637 81	.....	.....	.....
**Mount McKay & Kakabeka Falls	500,000	479,246 26	4,178 62	.....	377,400	.....	.....	290 07	87,502 92	18,231 89
Niagara Falls P'k & River	Included in	International Railway			.....	*600,000 00	Included in	International Railway		
Peterboro' Radial	500,000	238,597 13	14,750 42	.....	100,000	100,000 00	36,256 42	10,423 60	.....	6,667 53
*Port Arthur Municipal	Municipal	726,957 90	163,737 71	20,522 24	Municipal	822,145 90	.....	43,582 42	45,489 53	.....
Sandwich, Windsor & Am'bg	500,000	1,318,999 25	45,554 16	.....	297,000	600,000 00	360,484 05	18,558 79	.....	88,510 57
Sarnia Street	100,000	232,109 33	2,822 48	.....	90,000	80,000 00	18,500 00	.....	.....	46,431 81
St. Thomas Municipal	Municipal	87,000 00	148 08	.....	Municipal	65,000 00	493 72	1,464 39	.....	20,189 97
Toronto Civic	Municipal	1,136,095 96	89,389 76	249,607 74	Municipal	1,296,781 00	84,315 97	4,606 73	89,389 76	.....
Toronto Suburban	3,000,000	353,519 97	†3,848,744 13	24,117 47	1,500,000	2,628,000 00	.....	98,381 57	.....	.....
Toronto Railway	12,000,000	19,710,152 74	2,840,817 52	.....	11,850,925	4,057,206 66	.....	1,193,189 97	806,927 40	4,642,721 23
Toronto & York Radial	2,000,000	5,482,179 66	252,286 70	.....	2,000,000	1,680,300 00	1,624,486 15	89,076 82	27,638 94	312,964 45
**Thurlow	50,000	52,960 68	1,821 44	.....	25,000	.....	.....	.....	.....	29,782 12
††Windsor & Tecumseh	100,000	307,821 29	.....	.....	100,000	189,000 00	.....	18,821 29	.....	.....
Totals	.....	37,496,434 87	7,819,006 14	346,773 51	19,085,395	14,598,747 80	2,523,036 96	1,828,856 50	1,721,746 03	5,904,432 23

* Not included in Totals because of incomplete Assets and Liabilities Statement.
** These Reports are for the year ending December 31st, 1914. * These Reports are for the six months ending June 30th, 1914.
† Includes an item of "New Construction Account," $3,501,069.97.
†† Leased to and operated by the Sandwich, Windsor and Amherstburg, Income and Expenditure from operations included in latter Report, Assets and Liabilities given only in part.

TABULATED STATEMENT OF OPERATING INCOME AND EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1914

Name of Railway	Gross Earnings and miscellaneous Income	Operating Expenses	Charges upon Income	Net Earnings		Transfers to Special Accts	Dividends paid	Net Surplus for the year	Net Deficit for the year
				Profit	Loss				
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
*Fort William Electric	70,411 85	49,996 69	32,492 58	.....	12,077 42	2,940 80	.....	.....	15,018 22
Berlin and Northern	8,417 35	7,567 51	1,594 69	.....	744 85	.....	.....	.....	744 85
**Berlin and Waterloo	55,573 67	36,569 34	9,532 53	9,471 80	.....	7,041 53	8,302 31	.....	5,872 04
Cornwall St. Light and Power	33,366 07	25,952 32	794 14	6,619 61	.....	3,000 00	.....	3,619 61	.....
Galt, Preston and Hespeler	215,064 00	126,304 32	23,308 97	65,450 71	.....	.....	12,500 00	52,950 71	.....
**Guelph Radial (Municipal)	48,229 55	35,377 78	1,634 89	11,216 88	.....	2,766 88	8,450 00	.....	.....
Hamilton and Dundas	68,096 86	48,112 33	6,286 82	13,697 71	.....	.....	10,000 00	3,697 71	.....
Hamilton, Grimsby & Beamsville	146,712 03	133,017 03	13,147 49	547 51	.....	.....	.....	547 51	.....
Hamilton Street	650,090 84	399,718 52	93,023 40	157,348 92	.....	.....	73,120 00	84,228 92	.....
**Huntsville and Lake of Bays	5,746 53	3,074 64	97 07	2,574 82	.....	.....	2,571 50	3 32	.....
International Transit	125,922 67	74,356 50	21,392 52	30,173 65	.....	25,492 86	4,257 14	423 65	.....
Kingston, Portsmouth & Cataraqui	42,238 86	46,618 08	5,410 10	.....	9,789 32	.....	.....	.....	9,789 3
London Street	350,375 51	245,769 75	43,876 57	60,729 19	.....	.....	33,360 00	27,369 19	.....
Midland Simcoe	Operations discontinued Nov. 30, 1913 until re-opening of Canada Iron Corporation's last furnace at Midland								
**Mount McKay & Kakabeka Falls	30,482 76	19,362 82	539 21	10,580 73	.....	.....	9,435 00	1,145 73	.....
Niagara Falls Park and River	160,645 72	86,261 05	33,702 37	40,672 30	.....	.....	.....	40,682 30	.....
Peterboro Radial	47,972 11	30,246 46	6,690 73	11,034 92	.....	.....	13,104 40	.....	2,069 48
*Port Arthur Municipal	65,678 00	51,155 72	31,727 02	.....	17,204 74	3,317 50	.....	.....	20,522 24
Sandwich, Windsor & Amherstb'rg	347,093 59	171,721 54	37,833 54	137,538 51	.....	.....	136,063 46	1,475 05	.....
Sarnia Street	64,035 75	49,789 26	4,650 74	9,595 75	.....	.....	5,400 00	4,195 75	.....
St. Thomas Municipal	25,749 72	26,701 88	4,534 20	.....	5,486 36	.....	.....	.....	5,486 36
Toronto Civic	118,953 02	124,193 82	51,871 24	.....	57,112 04	37,302 55	.....	.....	94,414 59
Toronto Suburban	104,444 22	69,358 33	7,639 33	27,446 56	.....	.....	.....	27,446 56	.....
Toronto Railway	6,247,338 68	3,249,272 79	1,373,350 47	1,624,715 42	.....	.....	896,295 35	728,420 07	.....
Toronto and York Radial	593,953 42	401,222 76	137,664 23	55,066 43	.....	.....	.....	55,066 43	.....
**Thurlow	41,942 03	19,650 53	.....	22,291 50	.....	.....	87,500 00	.....	65,208 50
Windsor and Tecumseh	Included in Sandwich, Windsor and Amherstburg Report								
Totals	9,668,534 81	5,531,371 77	1,942,794 85	2,296,782 92	102,414 73	81,862 12	1,300,359 16	1,031,272 51	219,125 60

** These Reports are for the year ending Dec. 31, 1914.

* These Reports are for the 6 months ending June 30, 1914

ANALYSIS OF CHARGES UPON INCOME FOR THE YEAR ENDING JUNE 30th, 1914.

Name of Railway.	Interest on Funded Debt.	Interest and Discount on Unfunded Debt and Loans.	Taxes.	Accrued during the year.	Profit and Loss.	Total.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
*Fort William Electric	*32,492 58					32,492 58
Berlin and Northern	120 00	1,282 25	192 44			1,594 69
**Berlin and Waterloo	8,723 27	780 22			29 04	9,532 53
Cornwall, Street, Light and Power			794 14			794 14
Galt, Preston and Hespeler	17,040 00	151 45	3,718 89		2,398 62	23,308 97
**Guelph Radial			1,634 89			1,634 89
Hamilton & Dundas	5,000 00		1,286 82			6,286 82
Hamilton, Grimsby and Beamsville	7,500 00	2,183 48	3,464 01			13,147 49
Hamilton Street	22,018 20	5,510 79	65,494 41			93,023 40
**Huntsville and Lake of Bays			71 25		25 82	97 07
International Transit	12,000 00	8,177 25	1,177 09		38 18	21,392 52
Kingston, Portsmouth and Cataraqui	5,410 10					5,410 10
London Street	30,708 80	2,613 32	5,329 66		5,224 79	43 876 57
Midland Simcoe	Operations discontinued Nov. 30th, 1913, until re-opening of Canada Iron Corporation's last furnace at Midland.					
**Mount McKay and Kakabeka Falls		501 40			37 81	539 21
Niagara Falls Park and River	30,000 00		3,702 37			33,702 37
Peterboro' Radial	6,537 50		153 23			6,690 73
*Port Arthur Municipal	*31,727 02					31,727 02
Sandwich, Windsor and Amherstburg	31,500 00		6,333 54			37,833 54
Sarnia Street	4,052 50		598 24			4,650 74
St. Thomas Municipal	3,250 00				1,284 20	4,534 20
Toronto Civic	51,871 24					51,871 24
Toronto Suburban			842 01	6,300 00	497 32	7,639 33
Toronto Railway	196,174 07		†1,177,176 40			137,354 47
Toronto and York Radial	82,000 00	48,902 34	6,761 89			137,664 23
**Thurlow						
Windsor and Tecumseh	Included in Sandwich, Windsor and Amherstburg Report.					
Totals	578,125 28	70,102 51	1,278,731 28	6,300 00	9,535 78	1,942,794 85

*These Reports are for the 6 months ending June 30th. 1914.
**These Reports are for the year ending Dec. 31st, 1914.

†Includes Sinking Fund payments.
‡Includes $997,790.93 paid to city percentage of Earnings, and $91,446.20 pavement charges.

ANALYSIS OF OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1914

Name of Railway	Maintenance Roadbed and Buildings	Maintenance Equipment	Motive Power	Wages	Damages to persons and property	Miscellaneous Transportation Expenses	General Expenses	Total	‡Operating cost per car mile run
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	cents
*Fort William Electric	4,163 94	7,319 56	11,280 26	20,472 37	.....	2,620 84	4,139 72	49,996 69	26.4
Berlin and Northern	1,008 64	913 72	1,799 83	2,106 28	10 00	6 05	1,722 99	7,567 51	25.8
**Berlin and Waterloo	1,824 04	4,599 26	7,422 48	12,351 27	.....	3,490 31	6,881 98	36,569 34	21.8
Cornwall Street, Light & Power	4,361 48	3,949 35	2,017 57	10,500 41	413 14	1,340 45	3,369 92	25,952 32	12.3
Galt, Preston & Hespeler	17,644 73	7,742 63	21,613 74	33,938 60	100 00	13,590 93	31,673 69	126,304 32	36.8
**Guelph Radial	5,948 65	5,958 93	6,373 67	12,733 30	.....	19 00	4,344 23	35,377 78	15.5
Hamilton and Dundas	6,980 92	6,596 58	6,315 16	10,581 54	1,468 46	11,721 33	4,448 34	48,112 33	36.9
Hamilton, Grimsby & Beamsville	20,010 46	27,650 13	16,371 07	26,204 16	4,490 14	25,476 29	12,814 78	133,017 03	35.2
Hamilton Street	49,803 33	41,641 33	62,230 51	144,146 76	28,992 14	38,062 45	34,841 90	399,718 52	22.1
**Huntsville and Lake of Bays	500 00	246 56	516 74	1,736 34	.....	30 00	45 00	3,074 64	112.4
International Transit	3,676 86	5,207 68	9,421 88	19,906 93	.....	*24,392 89	11,750 26	74,356 50	31.3
Kingston, Portsmouth & Cataraqui	18,876 11	8,073 27	4,749 04	8,285 90	147 40	497 66	5,988 70	46,618 08	21.5
London Street	28,358 44	33,762 44	43,441 50	108,434 48	12,129 30	4,464 63	15,178 96	245,769 75	16.5
Midland Simcoe	Operations discontinued Nov. 30, 1913 until re-opening of Canada Iron Corporation's last furnace at Midland.								
**Mount McKay & Kakabeka Falls	938 46	2,095 22	5,252 07	6,762 10	.....	82 50	4,232 47	19,362 82	no data
Niagara Falls, Park and River	17,839 88	3,642 80	6,771 15	25,288 84	5,714 21	3,250 59	23,723 58	86,261 05	40.6
Peterboro Radial	1,552 91	3,476 08	2 055 00	16,961 82	12 00	1,130 07	5,058 58	30,246 46	13.2
*Port Arthur Municipal	4,747 57	7,368 89	11,317 70	20,624 24	64 00	2,303 63	4,729 69	51,155 72	24.1
Sandwich, Windsor & Amherstb'rg	42,648 63	23,590 94	16,818 37	63,057 31	5,241 62	7,389 83	12,974 84	171,721 54	20.1
Sarnia Street	3,634 35	10,009 67	12,162 62	11,253 85	.....	.....	12,728 77	49,789 26	32.5
St. Thomas Municipal	1,579 77	.....	5,709 89	15,158 81	.....	1 00	4,252 41	26,701 88	10.5
Toronto Civic	2,767 52	15,001 97	36,187 02	53,818 66	880 55	6,386 70	9,151 40	124,193 82	20.0
Toronto Suburban	12,084 06	8,036 15	4,020 41	25,455 45	.....	949 82	18,812 44	69,358 33	22.2
Toronto Railway	161,483 13	500,739 38	527,307 04	1,749,861 62	122,735 76	18,553 88	168,590 98	3,249,272 79	20.5
Toronto & York Radial	41,838 26	93,348 32	86,874 33	105,465 11	10,150 00	12,284 54	51,262 20	401,222 76	35.5
**Thurlow	5,684 80	3,675 04	4,281 60	5,704 44	20 00	284 65	.....	19,650 53	no data
Windsor & Tecumseh	Included in Sandwich, Windsor and Amherstburg Report								
Totals	459,986 94	824,645 90	912,310 75	2,510,810 59	192,569 72	178,330 04	452,717 83	5,531,371 77	.....

* These Reports are for the 6 months ending June 30, 1914. ** These Reports are for the year ending Dec. 31, 1914.

† Includes ferry expenses, $23,424.33. ‡ Operating costs as shown on this statement plus charges upon income form the basis of computation.

TABULATED STATEMENT OF CAR MILES RUN, PASSENGERS CARRIED, ACCIDENTS, ETC.

Name of Railway	Length of track	Length of Switches	Car miles run	Passengers carried	Passengers carried per mile	Accidents		Number of men employed	Passenger Cars			Other Service Cars									Miscell.		Cost of Railway construction, equipment land and buildings per mile of road owned
						Killed	Injured		Box Cars	Open Cars	Trailers	Bag and mail	Cattle and box	Platform cars	Coal dump cars	Tool cars	Snow sweep	Snow plows	Load crane	Locomotive	Ferry-boats	
Berlin and Northern	3.15	0.1	35,431	199,818	63,434			4		2	1											14,464 03
Berlin and Waterloo	4.68	.38	211,479	1,108,031	236,759	1	1	24	2	2	5					1	1					35,839 29
Cornwall Street, Light and Power	4.	2.5	216,742	452,789	113,197			38	2	3												33,608 50
Galt, Preston and Hespeler	18.06	17.18	406,393	1,327,995	73,532		8	111	11	1		2	3	1		2	2	3		1		27,459 89
Guelph Radial	8.03	.50	238,130	1,142,699	142,304			24	9	4							1	1		1		24,114 84
Hamilton and Dundas	6.98		147,289	835,793	119,741		10	30	1	2												30,722 83
Hamilton, Grimsby and Beamsville	22.6		414,731	782,530	34,625		20	72	8	2		4										21,283 47
Hamilton Street	22.29		2,230,370	16,874,097	757,025	1	364	268	69	19	13					1	3					90,905 82
Huntsville and Lake of Bays	1.4375	.3125	2,800	12,695	8,831			5	2					10					1			15,885 71
International Transit	4.532	.341	306,248	1,917,361	423,072			30	8		3							1			2	104,339 77
Kingston, Portsmouth & Cataraqui	8.		199,680	1,160,040	145,005	1		19	8	12						1	2	1				no data
London Street	32.52	.73	1,757,518	9,508,486	292,388	3	99	336	45	9	4			1		1	1					39,461 68
Midland Simcoe	6.	Operations discontinued Nov. 30. 1913												4	2					4		52,607 37
Mount McKay and Kakabeka Falls	5.	1.25 Not given in Report						not given	not given													76,679 08
Niagara Falls Park and River	23.116	.992	295,048	1,451,699	62,800		38	64	9	18		2		2				1				no data
Peterboro Radial	6.034	.047	280,092	1,050,199	174,093		3	37	9	2	6											39,236 50
*Port Arthur Municipal	18.	.34	329,451	1,514,970	84,165		3	70	22		3	1						1				39,637 83
*Fort William Electric	21.5	.260	312,069	1,651,052	76,793		1	74	24		3						1					40,165 44
Sandwich, Windsor & Amherstburg	39.93		1,040,413	5,083,950	127,321		21	130	35	17		5				8		3				33,032 79
Sarnia Street	8.25	1.	167,662	1,099,948	133,327			45	not	given								1				25,092 90
St. Thomas Municipal	7.5		295,785	558,914	74,521			28	10	2	4											11,600 00
Toronto Civic	16.8	1.036	849,218	6,945,679	413,433	1	15	108	24									1				63,696 79
Toronto Suburban	9.84	.42	341,428	2,374,558	241,317		3	52	12	3				2				1				34,456 13
Toronto Railway	115.415	7.719	22,164,665	155,299,173	1,346,438	19	1,638	3,106	758	88	163						17					160,070 76
Toronto and York Radial	72.43	9.554	1,523,702	6,280,595	86,712	2	17	375	63	4				10		12		4		1		66,855 85
Thurlow	2.671	2.766						16					21		16					3		9,740 80
Windsor and Tecumseh	All data included in Sandwich Windsor and Amherstburg Report																					no data
Totals	488.7655	47.4435	34,066,342	218,733,371	5,230,833	28	2,341	5,066	1,141	193	1,105	14	24	30	18	26	33	16	1	10	2	

* These Reports are for the 6 months ending June 30, 1914

ANALYSIS OF GROSS EARNINGS AND MISCELLANEOUS INCOME FOR THE YEAR ENDING JUNE 30TH, 1914.

Name of Railway.	From Passengers	From Mail.	From Express, Parcels and Newspapers.	From Freight.	From Advertising.	From Rentals of track, buildings and other prop'ty.	From other Miscellaneous sources.	Total.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
*Fort William Electric	67,262 60	225 00	1,418 20	803 12	657 50	.....	45 43	70,411 85
Berlin and Northern	7,992 75	157 00	.....	.....	112 50	.....	155 10	8,417 35
**Berlin and Waterloo	45,241 94	1,805 59	233 15	.....	564 00	3,586 92	4,142 07	55,573 67
Cornwall Street, Light and Power	19,668 11	697 52	.....	9,860 59	415 50	2,065 31	659 04	33,366 07
Galt, Preston & Hespeler	99,043 66	1,875 07	7,836 47	105,068 29	.....	1,152 62	87 89	215,064 00
**Guelph Radial	44,674 80	.....	.....	2,697 04	349 20	230 00	278 51	48,229 55
Hamilton & Dundas	63,486 41	148 00	.....	171 41	100 00	3,720 79	470 25	68,096 86
Hamilton, Grimsby & Beamsville	94,861 93	55 00	9,940 07	33,942 82	350 00	5,314 96	1,752 25	146,712 03
Hamilton Street	645,041 17	.....	.....	.....	579 38	4,175 74	294 55	650,090 84
**Huntsville and Lake of Bays	1,798 11	30 00	.....	1,624 05	.....	.....	2,294 37	5,746 53
International Transit	80,276 87	.....	.....	.....	1,487 99	.....	*44,157 81	125,922 67
Kingston, Portsmouth and Cataraqui	41,003 67	.....	.....	.....	300 00	935 19	.....	42,238 86
London Street	346,551 74	1,605 18	.....	.....	1,439 04	513 75	265 80	350,375 51
Midland Simcoe	Operations discontinued Nov. 30th, 1913, until re-opening of Canada Iron Corporation's last furnace at Midland.							
**Mount McKay and Kakabeka Falls	276 98	.....	.....	63 00	.....	.....	30,142 78	30,482 76
Niagara Falls Park and River	148,539 65	199 98	465 15	.....	1,309 21	6,252 00	3,879 73	160,645 72
*Peterboro' Radial	47,009 06	.....	.....	.....	480 00	483 05	.....	47,972 11
Port Arthur Municipal	61,842 82	175 00	807 73	802 20	398 52	643 30	1,008 43	65,678 00
Sandwich, Windsor and Amherstburg	262,133 25	810 00	.....	7,653 81	641 67	10 00	75,844 86	347,093 59
Sarnia Street	48,717 70	1, 70 45	2,968 25	.....	400 00	.....	9,979 35	64,035 75
St. Thomas Municipal	23,608 09	.....	.....	.....	252 00	1,436 00	453 63	25,749 72
Toronto Civic	117,390 40	.....	.....	.....	.....	.....	1,562 62	118,953 02
Toronto Suburban	101,572 11	100 00	.....	.....	300 00	544 00	1,928 11	104,444 22
Toronto Railway	6,151,838 69	.....	.....	.....	13,155 72	.....	82,344 27	6,247,338 68
Toronto and York Radial	506,225 71	3,398 48	.....	.....	1,294 21	1,409 40	†81,625 62	593,953 42
**Thurlow	.....	.....	.....	41,170 00	.....	.....	772 03	41,942 03
Windsor and Tecumseh	Included in Sandwich, Windsor and Amherstburg Report.							
Totals	9,026,058 22	13,747 27	23,669 02	203,856 33	24,586 44	32,473 03	344,144 50	9,668,534 81

* These Reports are for the 6 months ending June 30th, 1914.
** These Reports are for the year ending Dec. 31st, 1914. * Ferry earnings.
† Included $76,481.52 from the Mimico, Scarboro' and Metropolitan Divisions.

STATEMENT OF COMPARISONS WITH PREVIOUS YEARS AS TO CAR MILES RUN, PASSENGERS CARRIED, ACCIDENTS, AND NET EARNINGS.

Name of Railway.	Length of Track.		Car Miles Run.		Passengers Carried.		Accidents.				*Net Earnings.	
							Killed.		Injured.			
	Increase.	Decrease	Increase.	Decrease	Increase.	Decrease.	Increase	Decrease	Increase	Decrease	Increase.	Decrease.
											$ c.	$ c.
Berlin and Northern	.....	.....	1,931	.....	.....	13,766	.....	.....	.....	.....	.....	1,442 65
Berlin and Waterloo	.....	.60	.....	49,849	.....	59,194	1	.....	1	.....	.....	3,754 54
Cornwall Street, Light and Power	.....	.....	.....	3,128	2,218	.....	.....	3	.....	.....	.....	1,503 66
Galt, Preston and Hespeler	.....	.....	58,204	.....	65,170	.....	.....	1	1	.....	.....	298 97
Guelph Radial	.....	.....	.....	27,370	.....	70,798	.....	.....	.....	.....	.....	7,173 13
Hamilton and Dundas	.....	.....	3,139	.....	66,814	.....	.....	1	1	.....	.....	3,536 37
Hamilton, Grimsby and Beamsville	.....	.....	30,078	.....	46,019	.....	.....	1	.....	2	.....	7,579 35
Hamilton Street	.....	.....	328,430	.....	1,278,966	.....	.....	.....	17	.....	.....	10,096 55
Huntsville and Lake of Bays	.....	.....	900	.....	.....	1,861	.....	.....	.....	.....	527 23	.....
International Transit	.....	.....	11,086	.....	.....	136,419	.....	.....	.....	1	.....	16,071 83
Kingston, Portsmouth and Cataraqui	.....	.....	.....	.....	249,584	.....	1	.....	.....	.....	.....	10,152 64
London Street	.....	.....	261,837	.....	807,218	.....	.....	.....	.....	.....	.....	8,724 77
Midland Simcoe	.....	.....	Operations	suspe	nded Nov. 30,	1913.						1,520 21
Mount McKay and Kakabeka Falls	.....	.....	Cannot co	mpare	, as no dates	are give	n in R	eport	.....	.....	.....	.....
Niagara Falls Park and River	.....	.....	2,937	.....	86,038	.....	.....	.....	38	.....	567 94	.....
Peterboro' Radial	.....	.....	7,038	.....	47,168	.....	.....	.....	.....	.....	5,468 79	.....
Port Arthur Municipal Fort William Electric	These Railways have been separated recently. Reports submitted are for operations covering a period of 6 months only. For these reasons it is impossible to make comparisons.											
Sandwich, Windsor and Amherstburg	1.65	.....	29,341	.....	746,646	.....	.....	.....	12	.....	8,454 94	.....
Sarnia Street	.....	.....	23,672	.....	334,140	.....	.....	.....	.....	.....	4 90	.....
St. Thomas Municipal	.....	.....	.....	.....	8,043	.....	.....	.....	.....	.....	2,030 25	.....
Toronto Civic	13.02	.....	762,235	.....	6,159,743	.....	1	.....	15	.....	.....	74,158 69
Toronto Suburban	.....	.....	28,494	.....	406,624	.....	.....	.....	.....	5	.....	5,779 46
Toronto Railway	1.053	.....	2,184,415	.....	10,627,263	.....	8	.....	88	.....	45,524 99	.....
Toronto and York Radial	.....	.....	273,459	.....	1,024,889	.....	2	.....	9	.....	.....	16,459 79
Thurlow	.....	.....	Cannot co	mpare	, as Report f	or year e	nding	June 3	0, 1913	, is no	t available.	
Windsor and Tecumseh	.....	.....	All data	includ	ed in Sandwi	ch, Wind	sor &	Amhe	rstbur	g Repo	rt.	
Totals	15.723	.60	4,007,196	80,347	21,956,543	282,038	13	6	182	8	62,579 04	163,252 61
Net Differences	.....	.....	3,926,849	.....	21,674,505	.....	7	.....	174	.....	.....	100,673.57

*Allowing for differences in dividends paid out and transfers to special funds.

COMPARATIVE SUMMARY OF ASSETS AND LIABILITIES AT THE END OF

Name of Railway.	Assets.					
	Value of Railway, Equipment, Land and Buildings.		Value of Cash and other Assets.		Total Deficit.	
	Inc.	Dec.	Inc.	Dec.	*Inc.	**Dec.
	$ c.		$ c.	$ c.	$ c.	$ c.
Berlin & Northern	6,658 95		68 34		744 85	
Berlin & Waterloo	13,800 51			12,501 31		
Cornwall Street	294 67		6,727 44			
Galt, Preston & Hespeler	25,583 59			19,644 86		
Guelph Radial	21,289 24			723 60		
Hamilton & Dundas	913 94		9,358 01			
Hamilton, Grimsby & Beamsville	22,270 78			1,117 31		
Hamilton Street	189,482 12			28,611 01		
Hutsville & Lake of Bays			3 32			
International Transit	7,197 25			3,669 28		
Kingston, Portsmouth & Cataraqui					Report incomplete, and	
London Street	85,038 72		3,478 96			
**Midland Simcoe	1,030 57				1,723 38	
Mount McKay & Kakabeka	1,450 89			874 41		
Niagara Falls Park River	Assets and Liabilities are included in International					
Peterboro' Radial	7,018 37		4,850 51			
Port Arthur Municipal Fort William Electric	The Report submitted for the 6 months to June					
Sandwich, Windsor & Amherstburg	137,914 88		14,028 06			
Sarnia Street	2,466 20			70 45		
St. Thomas Municipal	no change			1,874 79		
Toronto Civic	884,020 04			852,209 38	94,414 59	
Toronto Suburban	22,601 74		15,204 80			27,446 56
Toronto Railway	817,425 01		1,170,669 52			
Toronto & York Radial	242,502 17			51,744 72		
Thurlow					Last year's Report not available.	
Windsor & Tecumseh	Leased by Sandwich, Windsor & Amherstburg. Last					
Totals	2,488,959 64		1,224,388 96	973,041 12	96,882 82	27,446 56
Net differences	2,488,959 64		251,347 84		69,436 26	

JUNE 30, 1914, TO ASSETS AND LIABILITIES AT END OF JUNE 30, 1913.

Liabilities.

Capital Stock outstanding.		Funded Debt.		Loans and Notes payable.		Current and Accrued Liabilities		Reserve and other Special Funds.		Total Surplus.	
Inc.	Dec.	Inc.	Dec.	Inc.	Dec.	Inc.	Dec.	Inc.	Dec.	**Inc.	*Dec.
$ c.		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	7,871 16	.....	.....	399 02	.....	.....	.....	.....
.....	.....	.....	3,929 93	.....	194 55	4,254 19	.....	7,041 53	.....	.....	5,872 04
.....	.....	.....	.....	.....	.....	402 50	.....	3,000 00	.....	3,619 61	.....
.....	.....	.....	.....	.....	.....	.....	47,011 98	.....	.....	52,950 71	.....
17,500	.....	.....	.....	.....	509 62	808 38	.....	2,766 88	.....	.....	.....
.....	.....	.....	.....	.....	.....	115 58	.....	6,458 66	.....	3,697 71	.....
.....	.....	.....	.....	9,218 95	.....	.....	1,652 49	13,039 50	.....	547 51	.....
.....	.....	.....	20,000 00	106,341 68	.....	.....	2,233 13	.....	7,466 36	84,228 92	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3 32	.....
.....	.....	.....	20,000 00	.....	.....	.....	2,388 54	25,492 86	.....	423 65	.....
comparisons therefore impossible.											
.....	.....	73,000 00	.....	.....	10,000 00	.....	3,402 60	1,551 09	.....	27,369 19	.....
.....	.....	.....	.....	.....	.....	2,753 95	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	859 32	290 07	.....	.....	.....	1,145 73	.....
Railway. Separate comparisons therefore impossible.											
.....	.....	.....	28,815 08	32,538 17	.....	10,215 27	.....	.....	.....	.....	2,069 48
30, 1914, is the first Report since separation of these Railways.											
.....	.....	110,000 00	.....	38,059 89	.....	2,408 00	.....	.....	.....	1,475 05	.....
.....	.....	.....	.....	.....	1,800 00	.....	.....	.....	.....	4,195 75	.....
.....	.....	8,709 76	.....	.....	5,892 70	794 51	.....	.....	.....	.....	5,486 36
.....	.....	.....	.....	84,315 97	.....	4,606 73	.....	37,302 55	.....	.....	.....
.....	.....	.....	.....	.....	.....	10,359 98	.....	.....	.....	.....	.....
850,925 00	.....	328,266 66	.....	.....	.....	172,605 81	.....	.....	92,123 01	728,420 07	.....
.....	.....	.....	3,600 00	142,244 17	.....	.....	1,923 62	.....	1,029 53	55,066 43	.....
Comparisons therefore impossible.											
year's Report not available. Comparisons therefore impossible.											
868,425 00	.....	519,976 42	76,345 01	420,589 99	19,256 19	209,614 97	59,011 38	96,653 07	100,618 90	963,143 65	13,427 88
868,425 00	.....	443,631 41	.....	401,333 80	.....	150,603 59	.....	.....	3,965 83	949,715 77	.....

*Represents net Deficit for the year. **Represents net Surplus for the year.

SUMMARY OF ASSETS AND LIABILITIES.

As per June 30th, 1914.

Assets:		
‡Total cost of railways, equipment, lands and buildings	$37,496,434 87	
‡Total value of other assets	7,819,006 14	
Total assets		$45,315,441 01
Total deficits carried forward		346,773 51
		$45,662,214 52
Liabilities:		
*Total capital outstanding	$19,085,395 00	
**Total funded debt	14,598,747 80	
Total loans and notes payable	2,523,036 96	
§Total current and accrued liabilities	1,828,856 50	
Total liabilities		$38,036,036 26
Total reserves carried forward	$1,721,746 03	
Total surplus carried forward	5,904,432 23	
Total reserves and surplus		$7,626,178 26
		$45,662,214 52

‡Exclusive of Kingston, Portsmouth and Cataraqui (because of incomplete report) and Niagara Falls, Park and River (included in International Railway Report).

*The following item is not included in the total of	$19,085,395 00
Kingston, Portsmouth and Cataraqui (because of incomplete report)	83,100 00
Total capital outstanding	$19,168,495 00
**The following items are not included in the total of	$14,598,747 80
Kingston, Portsmouth and Cataraqui	100,000 00
Niagara Falls, Park and River Division (because of incomplete report)	600,000 00
Total funded debt	$15,298,747 80
§The following item is not included in the total of	$1,828,856 50
Kingston, Portsmouth and Cataraqui (because of incomplete report)	2,165 00
Total current and accrued liabilities	$1,831,021 50

SUMMARY OF OPERATING, INCOME AND EXPENDITURES

For the Year Ending June 30th, 1914.

Income:		
From passengers	$9,026,058 22	
From mails	13,747 27	
From express parcels and newspapers	23,669 02	
From freight	203,856 33	
From advertising	24,586 44	
From rentals of tracks, buildings, etc.	32,473 03	
From miscellaneous other sources	344,144 50	
Total income		$9,668,534 81

Expenditures:		
Operating Expenses:		
For maintenance, railway and buildings	$459,986 94	
For maintenance equipment	824,645 90	
For Motive power	912,310 75	
For wages	2,510,810 59	
For damages to persons and property	192,569 72	
For miscellaneous transportation expenses	178,330 04	
For general expenses	452,717 83	
Total operating expenses		$5,531,371 77
Charges upon Income:		
Interest on funded debt	$578,125 28	
Interest and discount on unfunded debt	70,102 51	
Taxes	1,278,731 28	
Accrued during the year	6,300 00	
Profit and loss	9,535 78	
Total charges upon income		$1,942,794 85
Total expenditures		$7,474,166 62
Net earnings for the year		$2,194,368 19
Dividends paid		$1,300,359 16
Transfers to reserves		81,862 12
Surplus	$1,031,272 51	
Less deficits	219,125 60	
Surplus carried forward		$812,146 91
		$2,194,368 19

NOTE.—This summary includes operating, income and expenditures of all the railways under the jurisdiction of the Ontario Railway and Municipal Board, excepting whose reports have not been received.

The Midland, Simcoe Railway reports that operations were discontinued November 30th, 1913, until re-opening of Canada Foundry Corporation's blast furnace at Midland.

The Windsor, Tecumseh Railway is leased and operated by the Sandwich, Windsor and Amherstburg Railway. Incomes and expenditures of both systems are given in the Sandwich, Windsor and Amherstburg Report.

TRAFFIC SUMMARY

OF THE 27 RAILWAYS UNDER JURISDICTION OF THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Tracks:	
Total length of single track	488.7655 miles
Total length of switches and sidings	47.4435 miles
*Total car miles run	34,066,342
*Total passengers carried	218,733,371
**Accidents:	
Killed	28
Injured	2,241
§Total number of men employed	5,066
§§Passenger Cars Owned:	
Box cars	1,141
Open cars	193
Trailers	1,105

Miscellaneous Service Cars Owned:	
Baggage and mail express cars	14
Cattle and box cars	24
Platform cars	30
Coal dumping cars	18
Tool cars	26
Snow sweepers	33
Snow plows	16
Loading cranes	1
Locomotives	10
Ferry boats	2

*Excepting Midland, Simcoe—Mount McKay and Kakabeka—Thurlow.
**Excepting Midland, Simcoe which discontinued operations November 30th, 1913.
§Excepting Mount McKay and Kakabeka (no data given).
§§Excepting Mount McKay and Kakabeka—Sarnia Street Railway (no data given).

SUMMARY OF COMPARISONS WITH PREVIOUS YEAR.

As to Length of Track, Car Miles Run, etc.

Total net increase in length of track		15.123 miles
Notably by the Toronto Civic Railway	13.02	

Total net increase in car miles run		3,926,849
Notably by the Toronto Railway	2,184,415	
" " Toronto Civic	762,235	
" " Hamilton Street	328,430	
" " Toronto & York Radial	273,459	
" " London Street	261,837	

16 railways showed an increase, and 2 a decrease. As to the other roads comparisons could not be made because data were not given or for reasons specifically mentioned on Statement of Comparisons. (Tabulation No. 7).

Total net increase in passengers carried		21,674,505
Notably by the Toronto Railway	10,627,263	
" " Toronto Civic	6,159,743	
" " Hamilton Street	1,278,966	
" " Toronto & York Radial	1,024,889	
" " London Street	807,218	
" " Sandwich, Windsor & Amherstburg	746,646	

16 railways showed an increase, 5 a decrease. As to the other railways comparisons could not be made for reasons specifically stated on Statement of Comparisons. (Tabulation No. 7).

Persons Killed:		
Net increase over previous year		7
Notable increase by Toronto Railway	8	
Notable decrease by Cornwall Street, Light & Power	3	

Persons Injured:		
Net increase		174
Notable increases, Toronto Railway	88	
" " Niagara Falls, Park & Ry.	38	
" " Hamilton Street	17	
" " Toronto Civic	15	
" " Sandwich, Windsor & Amherstburg	12	
" decrease, Toronto Suburban	5	

Net earnings:		
Net decrease		100,673 57
Notable increase, Toronto Railway	$45,524 99	
Notable decreases, Toronto Civic	74,158 69	
" " Toronto & York Radial	16,459 79	
" " International Transit	16,071 83	
" " Kingston, Portsmouth & Cataraqui	10,152 64	
" " Hamilton Street	10,096 55	

15 roads show a decrease, 7 an increase. As to the other roads comparisons could not be made because reports for previous years were not available or for reasons specifically mentioned on Statement of Comparisons. (Tabulation No. 7).

SUMMARY OF COMPARISONS, OF ASSETS AND LIABILITIES, AS PER JUNE 30TH, 1914, WITH ASSETS AND LIABILITIES OF PREVIOUS YEAR.

Assets:		
Net increase in value railways, equipment, land and buildings		$2,488,959 64
Net increase in value cash and other assets		251,347 84
		$2,740,307 48
Liabilities:		
Net increase in Capital outstanding		$868,425 00
" " " funded debt		443,631 41
" " " Loans and notes payable		401,333 80
" " " current and accrued liabilities		150,603 59
		$1,863,993 80
Less net decrease in reserves and special accounts		$3,965 83
		$1,860,027 97
Net increase in surplus brought forward	$949,715 77	
Less net increase in deficit	69,436 26	
*Total net increase in surplus brought forward		$880,279 51
		$2,740,307 48
In order to make this item correspond with net surplus carried forward as shown on "Summary of Operating Income and Expenditures" Statement. (Tabulation No. 10), viz.:		$812,146 91
it is necessary to take into account the items omitted from this statement for reasons stated as also the items appearing on this statement which do not appear on the statement of operating income and expenditures (tabulation No. 2). Surplus carried forward as shown on the above statement		$880,279 51
Deduct deficits not included in this statement (see Tabulation No. 8).		
Fort William Electric	$15,018 22	
Port Arthur Municipal	20,522 24	
Kingston, Portsmouth and Cataraqui	9,789 32	
Thurlow	65,208 50	
		$110,538 28
		$769,741 23
Add surplus not included in this statement Niagara Falls, Park and River	$40,682 30	
Also *add*, increase in deficit appearing on this statement, but not appearing on tabulation No. 2. Midland and Simcoe	$1,723 38	
		$42,405 68
		$812,146 91

MEMORANDUM OF SOME OF THE ADDITIONAL DUTIES DELEGATED TO THE BOARD SINCE 1906.

The duties of The Ontario Railway and Municipal Board have been largely increased, and thereby the Board has saved the Legislature much time and expense, and has saved the people of the Province tens of thousands of dollars. At every session of the Legislature since 1906 the scope of the Board's duties has been greatly extended, as a brief resumé of some of the legislation affecting it will show.

During the Session of 1907, Rule 61 (a) of the Rules of the House was amended, so that Bills relating to the consolidation of floating debts or the consolidation or renewal of debentures, were referred to the Board for investigation and report, instead of being threshed out in Committee, as was the case prior to this amendment.

In 1908, the Municipal Securities Act gave the Board authority to validate municipal by-laws relating to the issue of debentures, whereby technical defects and irregularities could be cured by order of the Board. From April 14th, 1908, to December 31st, 1913, no less than 483 of these by-laws have been dealt with by the Board. It is safe to say that the duties which the Board has performed under this Statute alone have dispensed with more than 300 Bills which would have taken as much time of the Legislature as would equal two entire sessions, so that the duties performed by the Board under these two measures have resulted in an immense saving of time to the Legislature, and have saved it and the municipal corporations tens of thousands of dollars.

Again in 1907, by Sec. 26, Chap. 40, the settlement of disputes as to maintenance and construction of County boundary lines was placed under the Board's jurisdiction, thus providing a simple and summary procedure instead of long drawn out lawsuits with their heavy legal expenses.

In 1909, under the provisions of Chap. 18, the Board was empowered to grant leave to the Temiskaming and Northern Ontario Railway to carry its railway across or along highways, although originally the Board's jurisdiction did not extend to Government railways.

In 1910, pursuant to Chap. 11, Sec. 29, the Minister of Public Works was empowered to refer to the Board the question of compensation to be paid owners of land taken for public works. During the construction of the Niagara Esplanade, over forty cases were so referred to the Board, although only about one-half came to actual trial. The rest were settled largely as a result of the views expressed by the Board.

Under the provisions of the Local Improvement Act, Chap. 58, 1911, the Board's approval was required before certain works, the estimated cost of which exceeded $50,000, could be proceeded with. Pursuant to Section 54 of this Act, the Board approved and revised the forms of by-laws, notices and other proceedings to be passed, given or taken under, or in carrying out the provisions of this Act, and by the amendment made in 1914 (Chap. 21, Sec. 42) complaints made by a majority of the ratepayers against local improvements undertaken by a two-thirds vote of the Council were referred to the Board for decision. This promises to be productive of a very considerable increase in the work of the Board.

In 1912, the Telephone Act extended the Board's jurisdiction over all telephone companies under the jurisdiction of the Ontario Legislature. These companies now number about 500, and this legislation has entailed a very large addition indeed to the work of the Board, not only on account of the very numerous applications and complaints made to the Board, but also by reason of the vast amount

of correspondence by which much valuable information, assistance and advice was imparted to those interested in these companies.

During this session also, the Act respecting surveys and plans of lands in suburbs required the Board's approval of certain plans before they could be registered. In this way, municipal corporations are often saved large sums of money, which would subsequently have to be spent in order to make uniform the width and direction of streets originally laid out by land speculators without regard to the requirements of the municipality generally. In the year 1912 alone there were 154 applications under this Act, and in nearly every instance alterations had to be made in the plans. In 1913, there were 213 applications, thus showing a considerable increase, necessitating even more work for the Board than that performed in 1912 under this Act.

Several cases necessitating Hearings have been before the Board under the Beaches and River Beds Act passed in 1912.

Another important addition to the duties of the Board was made by Chap. 42 (1912). It authorized the approval of by-laws granting certain municipal franchises for a period of not more than one year. This legislation entailed investigation into the conditions under which these franchises were granted.

Under the Municipal Act, 1913, the Board was given jurisdiction to erect villages into towns and towns into cities. Also where a bridge is destroyed or so damaged that it is necessary to rebuild it the Board may, upon the application of the corporation, relieve it from the obligation to rebuild the bridge, if the Board is satisfied that it is no longer required for the public convenience or would entail a larger expenditure than would be reasonable.

In 1914, by Chap. 35, being an Act to amend the Public Utilities Act, the Board was authorized to deal with applications of municipal corporations, alleging that Gas Companies had contravened the provisions of by-laws relating to the quality of gas supplied, etc. The omission of certain words from Section 21 of Chapter 186 R.S.O., intentionally or otherwise may neutralize the effect of the above Statute. The assistance of the Board has already been invoked herein, and the Board is aware that many other applications will be made to it under this Statute, if proven effective.

In 1915, Chapter 18, entitled "An Act Respecting the Toronto and Hamilton Highway Commission," was enacted, and under which the duties of the Board have been considerably increased, as in cases where municipal corporations, railway companies, or individuals, and the Commission cannot agree as to their respective shares of the cost of reconstruction, enlargement or alteration of any bridge; the construction of permanent pavement between the rails; the greater width of roadway if required, or dissatisfaction with the decision of the Commission regarding the laying down or repairing of any drain, sewer, water pipe, gas pipe, conduit, or any other structure beneath the surface of the roadway, they may appeal therefrom to The Ontario Railway and Municipal Board, and the decision of the Board shall be final.

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RETURN FROM THE RECORDS

OF THE

GENERAL ELECTION

TO THE

LEGISLATIVE ASSEMBLY IN 1914

HELD ON 22nd AND 29th JUNE

SHEWING:

(1) The number of Votes Polled for each Candidate in each Electoral District in which there was a contest;
(2) The majority whereby each successful Candidate was returned;
(3) The total number of Votes Polled;
(4) The number of Votes remaining Unpolled;
(5) The number of names on the Polling Lists;
(6) The number of Ballot Papers sent out to each Polling Place;
(7) The Used Ballot Papers;
(8) The Unused Ballot Papers;
(9) The Rejected Ballot Papers;
(10) The Cancelled Ballot Papers;
(11) The Declined Ballot Papers; and
(12) The Ballot Papers taken from Polling Places.

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TORONTO.

LIST OF RETURNING OFFICERS AT GENERAL ELECTION, 1914.

Constituency.	Returning Officer.	Post Office.
1. Addington	Alfred Maxwell Bell	Moscow.
2. Algoma	Charles F. Rothera	Thessalon.
3. Brant, North	John Sydney Armitage	Paris.
4. Brant, South	Thomas Simpson Wade	Brantford.
5. Brockville	William Richardson	Brockville.
6. Bruce, North	James Rushton	Dobbinton.
7. Bruce, South	William John McNally	Walkerton.
8. Bruce, West	Elijah Miller	Kincardine.
9. Carleton	James E. Craig	North Gower.
10. Cochrane	Frank K. Ebbitt	Matheson.
11. Dufferin	Morton Wynne Berwick	Grand Valley.
12. Dundas	Charles F. Whitteker	Williamsburg.
13. Durham, East	Hugh Walker	Port Hope.
14. Durham, West	Solomon James Williams	Hampton.
15. Elgin, East	Francis Leeson	Aylmer.
16. Elgin, West	Andrew Allan Ingram	St. Thomas.
17. Essex, North	Denis Rocheleau	Tecumseh.
18. Essex, South	Walter H. Noble	Cottam.
19. Fort William	George A. Eoll	Fort William.
20. Frontenac	John A. Kennedy	Tichborne.
21. Glengarry	James Alex. B. McLennan	Williamstown.
22. Grenville	James Bennett	Spencerville.
23. Grey, Centre	Thomas Scott	McIntyre.
24. Grey, North	David Rutherford	Owen Sound.
25. Grey, South	William Belcher Vollett	Durham.
26. Haldimand	Henry T. J. Gardiner	Cayuga.
27. Halton	Richard L. Hemstreet	Milton.
28. Hamilton, East	Robert C. Pettigrew	Hamilton.
29. Hamilton, West	Ernest F. Appelbe	Hamilton.
30. Hastings, East	Charles Wellington Ketcheson	Moira.
31. Hastings, North	Angus Nicolson	Madoc.
32. Hastings, West	Clement Holden Ketcheson	Belleville, R.F.D. No. 2.
33. Huron, Centre	Albert Wesley Beacom	Harlock, R.R. No. 1.
34. Huron, North	Richard Proctor	Brussels, R.R. No. 5.
35. Huron, South	Charles Alex. Macdonell	Hensall.
36. Kenora	James Arthur Kinney	Kenora.
37. Kent, East	W. Bottoms	Ridgetown.
38. Kent, West	John R. Gemmill	Chatham.
39. Kingston	Joseph Boomer Walkem	Kingston.
40. Lambton, East	Richard Karr	Forest.
41. Lambton, West	James Flintoft	Sarnia.
42. Lanark, North	J. Wesley Wilson	Carleton Place.
43. Lanark, South	William James Pink	Perth.
44. Leeds	William F. Bracken	Seeley's Bay.
45. Lennox	James Reid	Napanee.
46. Lincoln	William D. Fairbrother	Beamsville.
47. London	Finley Ewart Perrin	London.
48. Manitoulin	Albert E. Graham	Gore Bay.
49. Middlesex, East	James Littlewood Robson	Arva.
50. Midlesex, North	John D. Drummond	Ailsa Craig, R.R. No 3
51. Middlesex, West	David James Donaldson	Strathroy.
52. Muskoka	Isaac Brock Aulph	Bracebridge.
53. Niagara Falls	George Tait	Bridgeburg.
54. Nipissing	William Martin, the younger	North Bay.
55. Norfolk, North	Frederick Samuel Snider	Simcoe.
56. Norfolk, South	James R. Waddle	Port Dover.
57. Northumberland, East	Robert Snetsinger	Colborne.
58. Northumberland, West	William Herbert Floyd	Cobourg.
59. Ontario, North	Thomas Henry Foster	Cannington.
60. Ontario, South	Edward Hardy Purdy	Port Perry.

LIST OF RETURNING OFFICERS AT GENERAL ELECTION, 1914.—Continued.

Constituency.	Returning Officer.	Post Office.
61. Ottawa, East	Alfred St. Laurent	Ottawa.
62. Ottawa, West	Charles L. Bray	Ottawa.
63. Oxford, North	Wesley Samuel West	Woodstock.
64. Oxford, South	Thomas Wells	Ingersoll.
65. Parkdale	Kenric C. Marshall	Toronto.
66. Parry Sound	Charles Gillespie	Parry Sound.
67. Peel	Thomas H. Goodison	Streetsville.
68. Perth, North	Thomas Magwood	Stratford.
69. Perth, South	Charles Conrad Rock	Brodhagen.
70. Peterborough, East	Samuel Payne Ford	Norwood.
71. Peterborough, West	James Albro Hall	Peterborough.
72. Port Arthur	James H. Woodside	Port Arthur.
73. Prescott	Eden Abbott Johnson	L'Orignal.
74. Prince Edward	James Gibson	Picton.
75. Rainy River	William Andrew Baker	Fort Frances.
76. Renfrew, North	Andrew Johnson	Pembroke.
77. Renfrew, South	Allan Cameron Mackay	Renfrew.
78. Riverdale	William Temple Stewart	Toronto.
79. Russell	William Hugh Lowrie	Russell.
80. St. Catharines	Henry O'Loughlin	St. Catharines.
81. Sault Ste. Marie	Andrew Elliott	Sault Ste. Marie.
82. Simcoe, Centre	Arthur Jary	Craighurst.
83. Simcoe, East	John Hugh Hammond	Orillia.
84. Simcoe, South	Thomas McKnight	Cookstown.
85. Simcoe, West	William Maxwell Lockhart	Alliston.
86. Stormont	George Lachlin McLean	Finch.
87. Sturgeon Falls	Jesse Bradford	Sturgeon Falls.
88. Sudbury	Stephen Fournier	Sudbury.
89. Timiskaming	Thomas W. Stoddart	Cobalt.
90. Toronto, N.E., Seat "A". 91. Toronto, N.E., Seat "B".	Thomas Percival Galt	Toronto.
92. Toronto, N.W., Seat "A". 93. Toronto, N.W., Seat "B".	James Hunt	Toronto.
94. Toronto, S.E., Seat "A". 95. Toronto, S.E., Seat "B".	Thomas W. Close	Toronto.
96. Toronto, S.W., Seat "A". 97. Toronto, S.W., Seat "B".	W. J. McCausland	Toronto.
98. Victoria, North	Isaac Naylor	Cameron, R.M.D. No. 1.
99. Victoria, South	J. P. Ryley	Lindsay.
100. Waterloo, North	George Davidson	Berlin.
101. Waterloo, South	John A. Hartmann	New Hamburg.
102. Welland	John Gordon Wills	Marshville, R.R. No. 1.
103. Wellington, East	Robert Thomas Pritchard	Fergus.
104. Wellington, South	James Hewer	Guelph.
105. Wellington, West	Hugh Hyndman	Palmerston.
106. Wentworth, North	James C. McDonald	Westover.
107. Wentworth, South	Frederick Brock Henry	Winona.
108. Windsor	John Sale	Windsor.
109. York, East	James Edward Francis	Thornhill.
110. York, North	John Moore	Mount Albert.
111. York, West	Enoch Ward	Toronto.

STATEMENT of Votes Polled; Number of Polling Booths, and Number of Names on Voters' Lists at the General Election held on the 22nd and 29th days of June, 1914.

Legislature dissolved on Friday, 29th May, 1914.

	Constituency.	No. of Polling Booths.	No. of Votes Polled.	No. of Voters on Voters' Lists.
1.	Addington	40	2,364	3,960
2.	Algoma	54	3,473	5,325
3.	Brant, North	34	3,940	5,080
4.	Brant, South	35	6,846	9,317
5.	Brockville	35	3,627	5,152
6.	Bruce, North	43	3,504	4,055
7.	Bruce South	38	3,323	4,329
8.	Bruce, West	40	3,682	5,107
9.	Carleton	43	2,255	4,870
10.	Cochrane	61	2,883	8,033
11.	Dufferin	43	3,643	5,463
12.	Dundas	38	3,767	5,011
13.	Durham, East	26	2,924	4,027
14.	Durham, West	28	3,071	3,850
15.	Elgin, East	29	4,136	5,359
16.	Elgin, West	44	6,091	8,807
17.	Essex, North	48	4,365	6,793
18.	Essex, South	38	4,359	5,597
19.	Fort William	65	2,905	7,309
20.	Frontenac	40	2,927	4,556
21.	Glengarry	Acclamation.	.....	.....
22.	Grenville	41	3,690	5,177
23.	Grey, Centre	54	3,933	6,003
24.	Grey, North	61	5,209	7,566
25.	Grey, South	51	4,715	6,813
26.	Haldimand	48	5,096	6,282
27.	Halton	36	5,033	6,759
28.	Hamilton, East	73	8,138	13,322
29.	Hamilton, West	47	5,368	8,749
30.	Hastings, East	40	3,379	4,989
31.	Hastings, North	43	2,844	5,289
32.	Hastings, West	27	3,761	5,506
33.	Huron, Centre	40	4,037	5,229
34.	Huron, North	41	4,106	4,880
35.	Huron, South	44	2,867	4,954
36.	Kenora	Acclamation	.....	.....
37.	Kent, East	52	4,761	6,464
38.	Kent, West	71	8,026	10,544
39.	Kingston	27	4,332	5,974
40.	Lambton, East	51	4,306	5,287
41.	Lambton, West	82	7,044	9,464
42.	Lanark, North	34	3,257	4,197
43.	Lanark, South	36	3,448	5,206
44.	Leeds	37	3,660	5,234
45.	Lennox	25	2,771	3,627
46.	Lincoln	38	3,827	4,934
47.	London	63	7,687	12,149
48.	Manitoulin	34	2,100	3,879
49.	Middlesex, East	43	4,358	6,061
50.	Middlesex, North	41	3,858	4,919
51.	Middlesex, West	33	2,886	3,846
52.	Muskoka	59	3,259	5,137
53.	Niagara Falls	38	4,525	6,827
54.	Nipissing	60	3,602	6,464
55.	Norfolk, North	29	2,618	4,510
56.	Norfolk, South	27	2,611	3,519
57.	Northumberland, East	39	4,244	5,945
58.	Northumberland, West	30	3,146	3,764
59.	Ontario, North	46	3,467	4,251
60.	Ontario, South	49	5,492	7,304

STATEMENT of Votes Polled; Number of Polling Booths, and Number of Names on Voters' Lists at the General Election held on the 22nd and 29th days of June, 1914.—*Continued.*

	Constituency.	No. of Polling Booths.	No. of Votes Polled.	No. of Voters on Voters' Lists
61.	Ottawa, East	38	5,289	8,171
62.	Ottawa, West	79	10,038	17,479
63.	Oxford, North	49	5,983	7,401
64.	Oxford, South	42	5,163	6,724
65.	Parkdale	67	5,325	9,156
66.	Parry Sound	78	4,733	8,367
67.	Peel	40	5,083	6,879*
68.	Perth, North	57	6,958	9,132
69.	Perth, South	41	4,564	5,570
70.	Peterborough, East	39	3,087	4,437
71.	Peterborough, West	52	5,005	6,811
72.	Port Arthur	66	4,487	7,631
73.	Prescott	40	4,111	6,027
74.	Prince Edward	38	4,093	5,161
75.	Rainy River	53	2,005	3,767
76.	Renfrew, North	53	4,411	5,774
77.	Renfrew, South	Acclamation	.....	.....
78.	Riverdale	65	4,777	8,572
79.	Russell	66	5,262	9,233
80.	St. Catharines	36	4,197	6,951
81.	Sault Ste. Marie	41	3,662	6,945
82.	Simcoe, Centre	41	4,221	5,769
83.	Simcoe, East	60	5,748	8,579
84.	Simcoe, South	29	2,182	3,645
85.	Simcoe, West	39	3,381	5,235
86.	Stormont	45	4,734	6,774†
87.	Sturgeon Falls	30	2,181	3,489
88.	Sudbury	58	3,737	6,971
89.	Temiskaming	78	5,857	11,634
90.	Toronto, N.E.—Seat "A"	119	10,225	17,338
91.	Toronto, N.E.—Seat "B"	119	10,143	17,338
92.	Toronto, N.W.—Seat "A"	157	10,500	19,721
93.	Toronto, N.W.—Seat "B"	157	8,198	19,721
94.	Toronto, S.E.—Seat "A"	100	6,470	12,113
95.	Toronto, S.E.—Seat "B"	100	6,470	12,113
96.	Toronto, S.W.—Seat "A"	132	8,900	18,692
97.	Toronto, S.W.—Seat "B"	132	9,000	18,692
98.	Victoria, North	47	2,483	4,714
99.	Victoria, South	39	4,023	5,400
100.	Waterloo, North	52	6,782	9,780
101.	Waterloo, South	43	6,487	9,748
102.	Welland	44	4,272	6,686
103.	Wellington, East	37	3,535	4,683
104.	Wellington, South	40	5,565	7,282
105.	Wellington, West	31	3,317	4,319
106.	Wentworth, North	29	3,169	4,060
107.	Wentworth, South	28	3,058	4,290
108.	Windsor	37	5,421	9,129
109.	York, East	94	6,387	10,896
110.	York, North	41	5,391	6,648
111.	York, West	Acclamation	.....	.....

* By Election Figures. † In 1911. No details in 1914.

CONSTITUENCIES IN WHICH REGISTRATION WAS HELD IN 1908.

City or Town.	Vote Registered.	Chairman of Board.
1. Belleville	678	Judge Fralick.
2. Berlin	752	Judge Chisholm.
3. Brantford	1,671	Pol. Mag. Livingstone.
4. Chatham	836	Judge Bell.
5. Fort William	966	Pol. Mag. Palling.
6. Guelph	1,435	Judge Chadwick.
7. Hamilton	6,050	Judge Snider.
8. Kingston	1,537	Judge Price.
9. London	2,625	Judge Macbeth.
10. Niagara Falls	627	Pol. Mag. Cruickshank.
11. Ottawa	5,679	Judge MacTavish.
12. Peterborough	1,320	Judge Weller.
13. Port Arthur	1,164	Judge O'Leary.
14. St. Catharines	834	Judge Carman.
15. St. Thomas	1,030	Judge Ermatinger.
16. Stratford	970	Judge Barron.
17. Toronto	16,034	Judge Morson.
18. Toronto, West	556	Judge Morgan.
19. Windsor	629	Judge McHugh.
20. Woodstock	554	Judge Finkle.
Total	44,947	

CONSTITUENCIES IN WHICH REGISTRATION WAS HELD IN 1911.

City or Town.	Vote Registered.	Chairman of Board.
1. Belleville	384	Judge Fralick.
2. Berlin	839	Judge Chisholm.
3. Brantford	2,226	Pol. Mag. Livingstone.
4. Brockville	619	Judge McDonald.
5. Chatham	486	Judge Dowlin.
6. Fort William	1,172	Pol. Mag. Palling.
7. Guelph	1,516	Judge Chadwick.
8. Hamilton	4,863	Judge Snider.
9. Kingston	1,233	Judge Price.
10. London	1,066	Judge Macbeth.
11. Niagara Falls	664	Pol. Mag. Fraser.
12. Ottawa	4,508	Judge MacTavish.
13. Owen Sound	577	Pol. Mag. Creasor.
14. Peterborough	1,443	Judge Huycke.
15. Port Arthur	710	Judge O'Leary.
16. St. Catharines	157	Judge Carman.
17. St. Thomas	733	Judge Ermatinger.
18. Sarnia	924	Judge McWatt.
19. Sault Ste. Marie	429	Judge Stone.
20. Stratford	950	Judge Steele.
21. Toronto	12,458	Judge Morson.
22. Windsor	873	Judge McHugh.
23. Woodstock	584	Judge Finkle.
Total	59,414	

CONSTITUENCIES IN WHICH REGISTRATION WAS HELD FOR BY-ELECTIONS IN 1913.

City or Town.	Vote Registered.	Chairman of Board.
1. London, *in part*, for East Middlesex	133	Judge Macbeth.
2. Toronto, *in part*, for East York	401	George O. Alcorn.
Total	534	

CONSTITUENCIES IN WHICH REGISTRATION WAS HELD IN 1914.

City or Town.	Vote Registered.	Chairman of Board.
1. Belleville	609	Judge Fralick.
2. Berlin	848	Judge Hanning.
3. Brantford	2,269	Pol. Mag. Livingstone.
4. Brockville	256	Judge McDonald.
5. Chatham	994	Pol. Mag. Stanworth.
6. Fort William	1,788	Pol. Mag. Palling.
7. Guelph	1,418	Judge Hayes.
8. Hamilton	3,607	Judge Snider.
9. Kingston	2,043	Judge Lavell.
10. London	1,738	Judge Macbeth.
11. Niagara Falls	917	Pol. Mag. Fraser.
12. Ottawa	5,217	Judge MacTavish.
13. Owen Sound	718	Pol. Mag. Creasor.
14. Peterborough	929	Judge Huycke.
15. Port Arthur	2,076	Registrar Smellie.
16. St. Catharines	1,005	Judge Carman.
17. St. Thomas	887	Judge Ermatinger.
18. Sarnia	879	Judge McWatt.
19. Sault Ste. Marie	627	Judge Stone.
20. Stratford	1,068	Registrar Steele.
21. Toronto	21,084	Judge Coatsworth.
22. Windsor	1,768	Judge Dromgole.
23. Woodstock	793	Judge Wallace.
Total vote registered	53,538	

ARTHUR H. SYDERE.
Clerk of the Crown in Chancery for Ontario.

SUMMARY OF VOTES CAST AT THE GENERAL ELECTION, HELD ON THE TWENTY-SECOND AND TWENTY-NINTH DAYS OF JUNE, 1914.

Showing the number of votes polled for each Candidate and the majority accorded to the one elected in each Constituency in which there was a contest.

Constituency.	Candidates.	Votes Polled.	Remarks.
1. Addington	William David Black	1,841	
	John Benjamin Sanderson	511	
	Majority for Black	1,330	
2. Algoma	Albert Grigg	1,959	
	George James McArthur	1,508	
	Majority for Grigg	451	
3. Brant, North	Thomas Scott Davidson	1,987	
	John Wesley Westbrook	1,938	
	Majority for Davidson	49	
4. Brant, South	Joseph Henry Ham	3,594	
	Willoughby Staples Brewster .	3,252	
	Majority for Ham	342	
5. Brockville	Albert Edward Donovan.....	1,768	
	Walter Thomas Rogers.....	1,302	
	Allan Donaldson	472	
	Byron Wing	60	
	Majority for Donovan	466	
6. Bruce, North	William McDonald	1,736	
	H. A. Vandusen	1,729	
	Majority for McDonald	7	On Re-count.
7. Bruce, South	Wellington David Cargill	1,820	
	John Alexander Johnston	1,503	
	Majority for Cargill	317	
8. Bruce, West	Charles Martin Bowman	2,153	
	C. H. Green	1,506	
	Majority for Bowman	647	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes Polled.	Remarks.
9. Carleton	Robert Herbert McElroy	1,712	
	R. B. Hamilton	543	
	Majority for McElroy	1,169	
10. Cochrane	Malcolm Lang	1,197	
	Richard A. Douglas	1,169	
	John Walker	517	
	Majority for Lang	28	On Re-count.
11. Dufferin	Charles Robert McKeown	2,094	
	James Ritchie Bell	1,549	
	Majority for McKeown	545	
12. Dundas	Sir James Pliny Whitney	2,212	
	R. Stewart Muir	1,539	
	Majority for Whitney	673	
13. Durham, East	Josiah Johnston Preston	1,720	
	F. W. Galbraith	1,204	
	Majority for Preston	516	
14. Durham, West ...	John Henry Devitt	1,647	
	William Loe Smith	1,424	
	Majority for Devitt	223	
15. Elgin, East	Charles Andrew Brower	2,234	
	Nathan S. Cornell	1,902	
	Majority for Brower	332	
16. Elgin, West	Finlay George Macdiarmid ...	3,386	
	Charles C. Lumley	2,669	
	Majority for Macdiarmid ...	717	
17. Essex, North	Severin Ducharme	2,431	
	Paul Poisson.....	1,791	
	Majority for Ducharme	640	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes Polled.	Remarks.
18. Essex, South	Lambert Peter Wigle	2,196	
	Charles N. Anderson	2,163	
	Majority for Wigle	33	
19. Fort William	Charles William Jarvis	2,385	
	Walter F. Hogarth	1,902	
	Majority for Jarvis	483	
20. Frontenac	Anthony McGuin Rankin	1,623	
	William Spankie	1,304	
	Majority for Rankin	319	
21. Glengarry	Hugh Munro	Acclamation.	
22. Grenville	George Howard Ferguson	2,082	
	Frederick Stapleton Evanson .	1,608	
	Majority for Ferguson	474	
23. Grey, Centre	Hon. Isaac Benson Lucas	2,404	
	George G. Albery	1,507	
	Majority for Lucas	897	
24. Grey, North	Colin Stewart Cameron	2,943	
	Thomas Anderson Roger	2,266	
	Majority for Cameron	677	
25. Grey, South	David Jamieson.....	2,866	
	Charles Ramage	1,849	
	Majority for Jamieson	1,017	
26. Haldimand	William Jaques	2,692	
	David Zelland Gibson	2,385	
	Majority for Jaques	307	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes Polled.	Remarks.
27. Halton	Alfred Westland Nixon	2,676	
	William F. W. Fisher	2,357	
	Majority for Nixon	319	
28. Hamilton, East ...	Allan Studholme	4,496	
	Thomas William Jutten.....	3,509	
	Majority for Studholme	987	
29. Hamilton, West ...	Hon. John Strathearn Hendrie.	3,361	
	James Edgar Davey	1,950	
	Majority for Hendrie	1,411	
30. Hastings, East	Sandy Grant	2,155	
	John Alexander Holgate	1,224	
	Majority for Grant	931	
31. Hastings, North ..	John Robert Cook.....	2,247	
	John P. MacInnes	597	
	Majority for Cook.....	1,650	
32. Hastings, West ...	John Wesley Johnson	2,347	
	David Volume Sinclair	1,398	
	Majority for Johnson	949	
33. Huron, Centre	William Proudfoot	2,165	
	Alfred H. Macklin	1,846	
	Majority for Proudfoot	319	
34. Huron, North	Armstrong H. Musgrove	2,103	
	John G. Anderson	1,973	
	Majority for Musgrove	130	
35. Huron, South	Henry Eilber	1,726	
	Edmund Zellar	1,141	
	Majority for Eilber	585	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes Polled.	Remarks.
36. Kenora	Harold Arthur Clement Machin	Acclamation	
37. Kent, East	Walker Renwick Ferguson ...	2,566	
	Philip J. Henry	2,195	
	Majority for Ferguson	371	
38. Kent, West	George William Sulman	4,017	
	Robert L. Brackin	4,004	
	Majority for Sulman	13	On Re-count.
39. Kingston	Arthur Edward Ross	2,900	
	Thomas F. Harrison	1,432	
	Majority for Ross	1,468	
40. Lambton, East	John Burton Martyn	2,154	
	Robert John McCormick	2,150	
	Majority for Martyn	4	On Re-count.
41. Lambton, West	Hon. William John Hanna ...	3,924	
	John Cowan	3,120	
	Majority for Hanna	804	
42. Lanark, North ...	Hon. Richard Franklin Preston	1,666	
	Robert Patterson	1,545	
	Majority for Preston	121	
43. Lanark, South	Francis William Hall	1,860	
	David McLean	1,312	
	George William Crate	288	
	Majority for Hall	548	
44. Leeds	John Robertson Dargavel	2,025	
	John P. Sinclair	1,607	
	Majority for Dargavel	418	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes Polled.	Remarks.
45. Lennox	Thomas George Carscallen	1,485	
	Marshall Seymour Madole	1,286	
	Majority for Carscallen	199	
46. Lincoln	Thomas Marshall	2,051	
	William J. Drope	1,770	
	Majority for Marshall	281	
47. London	Hon. Sir Adam Beck.....	4,350	
	William John Stevenson	2,854	
	John David Jacobs	417	
	Majority for Beck	1,496	
48. Manitoulin	Robert Roswell Gamey	1,163	
	William E. Wilson	937	
	Majority for Gamey	226	
49. Middlesex, East...	John McFarlan	2,383	
	John W. Laidlaw	1,975	
	Mapority for McFarlan	408	
50. Middlesex, North .	John Grieve	1,989	
	George Lewis	1,869	
	Majority for Grieve	120	
51. Middlesex, West ..	John Campbell Elliott	1,798	
	Neil H. Galbraith	1,088	
	Majority for Elliott	710	
52. Muskoka	Samuel Henry Armstrong	2,056	
	George Wellington Lankin ...	1,203	
	Majority for Armstrong	853	
53. Niagara Falls	George Johnston Musgrove ...	2,444	
	Harry Punshon Stephens	1,475	
	Sidney Burrows	606	
	Majority for Musgrove	969	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes Polled.	Remarks.
54. Nipissing	Henry Morel	1,638	
	Joseph Henri Marceau	1,580	
	James McIlvenna.....	385	
	Majority for Morel	58	
55. Norfolk, North ...	Thomas Robert Atkinson	1,927	
	Frederick James Sheahan	691	
	Majority for Atkinson	1,236	
56. Norfolk, South ...	Arthur Clarence Pratt	1,381	
	Andrew Innes	1,213	
	Majority for Pratt	168	
57. Northumberland, E	Samuel Greerson Murray Nesbitt	2,426	
	George Carlaw	1,793	
	Majority for Nesbitt	633	
58. Northumberland, W	Samuel Clarke	1,609	
	George Greer	1,470	
	Majority for Clarke	139	
59. Ontario, North	Hon. William Henry Hoyle ...	1,877	
	John Wesley Widdifield	1,590	
	Majority for Hoyle	277	
60. Ontario, South ...	Charles Calder	2,772	
	W. E. N. Sinclair	2,720	
	Majority for Calder	52	
61. Ottawa, East	Joseph Albert Pinard	2,843	
	N. Champagne	1,978	
	John G. Kilt	468	
	Majority for Pinard	865	
62. Ottawa, West	George Charles Hurdman	5,018	
	James Albert Ellis	4,910	
	Majority for Hurdman	108	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes Polled.	Remarks.
63. Oxford, North ...	Newton Wesley Rowell	3,048	
	Robert E. Butler	2,935	
	Majority for Rowell	113	
64. Oxford, South	Victor Albert Sinclair	2,582	
	Thomas Mayberry	2,581	
	Majority for Sinclair	1	On Re-count.
65. Parkdale	William Herbert Price	2,981	
	William M. McTavish	2,344	
	Majority for Price	637	
66. Parry Sound	Josep Edgar	2,770	
	Gilbert F. R. Richardson	1,938	
	Majority for Edgar	832	
67. Peel	James Robinson Fallis	2,855	
	Albert H. Milner	2,228	
	Majority for Fallis	627	
68. Perth, North	James Torrance	3,840	
	Robert S. Robertson	2,723	
	William J. Kennedy	395	
	Majority for Torrance	1,117	
69. Perth, South	John Bennewies	2,375	
	D. K. Erb	2,165	
	Majority for Bennewies	210	
70. Peterboro', E.....	James Thompson	1,783	
	William A. Anderson	1,304	
	Majority for Thompson	479	
71. Peterboro,' W.	George A. Gillespie	2,587	
	R. J. Soden	2,418	
	Majority for Gillespie	169	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes Polled.	Remarks.
72. Port Arthur	Donald McDonald Hogarth ...	2,219	
	Isaac L. Mathews	1,430	
	Frank H. Sangster	838	
	Majority for Hogarth	789	
73. Prescott	Gustave Evanturel	1,768	
	Francis A. Senecal	1,419	
	George A. Pharand	924	
	Majority for Evanturel	349	
74. Prince Edward ...	Nelson Parliament	1,943	
	Harry Dempsey.....	1,846	
	Robert A. Norman	279	
	Majority for Parliament	97	
75. Rainy River	James Arthur Mathieu	1,196	
	Richard Charles Langstaff	790	
	Majority for Mathieu	406	
76. Renfrew, N.	Edward Arunah Dunlop	2,548	
	William Markus.....	1,863	
	Majority for Dunlop	685	
77. Renfrew, S.	Thomas William McGarry	Acclamation	
78. Riverdale	Joseph Russell	3,299	
	William W. Hiltz	1,337	
	Thomas E. Black	141	
	Majority for Russell	1,962	
79. Russell.....	Damase Racine	3,851	
	Elisse J. Laverdure	1,417	
	Majority for Racine	2,434	
80. St. Catharines	Elisha Jessop	2,863	
	James A. Wiley	1,334	
	Majority for Jessop	1,529	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes polled.	Remarks.
81. Sault Ste. Marie ...	Hon. William Howard Hearst .	2,231	
	Francis E. Crawford	1,431	
	Majority for Hearst	800	
82. Simcoe, Centre	Alfred Burke Thompson	2,247	
	Hampton E. Jory	1,971	
	Majority for Thompson	276	
83. Simcoe, East	James Irwin Hartt	3,293	
	Herbert Cooke	2,394	
	Majority for Hartt	899	
84. Simcoe, S.	Alexander Ferguson	1,447	
	Lachlan MacLean	725	
	Majority for Ferguson	722	
85. Simcoe, W.	Hon. James Stoddart Duff	2,233	
	John Coburn	1,148	
	Majority for Duff	1,085	
86. Stormont	Robert Austin Shearer	2,436	
	James W. McLeod	2,298	
	Majority for Shearer	138	
87. Sturgeon Falls	Zotique Mageau	1,650	
	Andrew Robert Martin	531	
	Majority for Mageau	1,119	
88. Sudbury	Charles McCrea	2,047	
	Moise Allard	1,690	
	Majority for McCrea	357	
89. Temiskaming	Thomas Magladery	2,838	
	Arthur W. Roebuck	2,107	
	Thomas G. Mill	912	
	Majority for Magladery	731	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes polled.	Remarks.
90. Toronto, N.E.— Seat "A"	Hon. Robert Allan Pyne	5,956	
	Bartholomew E. McKenzie	4,269	
	Majority for Pyne	1,687	
91. Toronto, N.E.— Seat "B"	Mark H. Irish	5,666	
	Charles A. Moss	4,477	
	Majority for Irish	1,189	
92. Toronto, N.W.— Seat "A"	Hon. Thomas Crawford	6,153	
	Arthur Black Farmer	3,838	
	Majority for Crawford	2,315	
93. Toronto, N.W.— Seat "B"	William David McPherson	5,975	
	Wellington O. McTaggart	3,556	
	W. E. S. James	544	
	Majority for McPherson	2,419	
94. Toronto, S.E.— Seat "A"	Edward William James Owens	4,296	
	John Charles Allen	1,420	
	Isaac Bambridge	263	
	Majority for Owens	2,876	
95. Toronto, S.E.— Seat "B"	Thomas Hook	4,362	
	Albert Dale	1,584	
	Majority for Hook	2,778	
96. Toronto, S.W.— Seat "A"	Hon. James Joseph Foy	6,127	
	Charles A. Maybee	2,431	
	John Colombo	342	
	Majority for Foy	3,696	
97. Toronto, S.W.— Seat "B"	George Horace Gooderham	6,509	
	William E. Raney	2,491	
	Majority for Gooderham	4,018	
98. Victoria, North	Robert Mercer Mason	1,474	
	Thomas Hodgson	1,009	
	Majority for Mason	465	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes polled.	Remarks.
99. Victoria, South	John Carew.....	2,232	
	Alexander McK. Fulton	1,687	
	Edward J. Johnson	104	
	Majority for Carew.....	545	
100. Waterloo, N.	Charles Henry Mills	3,787	
	Edgar D. Heist	2,333	
	Helkiah Martin	595	
	Majority for Mills	1,454	
101. Waterloo, S.	Zachariah Adam Hall	3,251	
	Alexander E. Buchanan	2,395	
	Hilkiah Martin	762	
	Majority for Hall	856	
102. Welland	Donald Sharpe	2,541	
	Charles E. Steele	1,701	
	Majority for Sharpe.....	840	
103. Wellington, E. ...	Udney Richardson	1,946	
	James J. Craig	1,589	
	Majority for Richardson	357	
104. Wellington, S.	Samuel Carter	2,733	
	Harry C. Scholfield	2,629	
	Lorne Cunningham	203	
	Majority for Carter	104	
105. Wellington, W. ...	William Clarke Chambers	1,720	
	James McEwing	1,575	
	Majority for Chambers	145	
106. Wentworth, N. ...	Arthur Frederick Rykert	1,586	
	James McQueen	1,565	
	Majority for Rykert	21	

SUMMARY OF RECAPITULATION.—*Continued.*

Constituency.	Candidates.	Votes polled.	Remarks.
107. Wentworth, S.	James Thompson Hammill Regan	1,704	
	Benjamin Edward Thompson .	1,354	
	Majority for Regan	350	
108. Windsor	James Craig Tolmie	2,309	
	Hon. Joseph O. Reaume	1,911	
	Oscar E. Fleming	1,201	
	Majority for Tolmie	398	
109. York, East	George Stewart Henry	3,562	
	Alexander D. Bruce	2,825	
	Majority for Henry	737	
110. York, North.....	Thomas Herbert Lennox	2,826	
	Jesse W. Walton	2,565	
	Majority for Lennox	261	
111. York, West.....	Forbes Godfrey	Acclamation	

ARTHUR H. SYDERE,
Clerk of the Crown in Chancery.

See end of pamphlet for statement of votes polled, etc., at the General Elections of 1902, 1905, 1908 and 1911.—Printed for purposes of comparison.

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Black.	Sanderson.										
Addington	Camden ..... No. 1		40	12	52	56	108	125	52	73	....	....	....	....
	do ..... " 2		57	8	65	32	97	125	66	59	1	....	....	....
	do ..... " 3		42	38	80	41	121	150	80	70	....	....	....	....
	do ..... " 4		45	17	62	22	84	125	62	63	....	....	....	....
	do ..... " 5		61	18	79	31	111	150	80	70	1	....	....	....
	do ..... " 6		33	22	55	54	109	150	56	94	....	1	....	....
	do ..... " 7		60	33	93	50	143	175	94	81	1	....	....	....
	do ..... " 8		52	23	75	59	134	175	76	99	1	....	....	....
	do ..... " 9		40	12	52	41	93	125	52	73	....	....	....	....
	do ..... " 10		30	5	35	33	68	100	35	65	....	....	....	....
	do ..... " 11		38	10	48	50	98	125	48	77	....	....	....	....
	Newburgh Village ..... No. 1		55	24	79	41	120	150	80	70	....	1	....	....
	Sheffield Village ..... No. 1		95	6	101	37	138	175	102	73	1	....	....	....
	do ..... " 2		83	27	110	36	148	175	112	63	2	....	....	....
	do ..... " 3		88	24	112	33	145	175	113	62	1	....	....	....
	do ..... " 4		30	9	39	19	58	75	39	36	....	....	....	....
	do ..... " 5		20	5	25	25	50	75	25	50	....	....	....	....
	Kaladar, Anglesea, Effingham ..... No. 1		52	31	83	52	135	175	84	91	....	1	....	....
	do do .... " 2		16	3	19	12	31	50	20	30	....	....	1	....
	do do .... " 3		19	9	28	40	68	100	28	72	....	....	....	....
	Denbigh, Abinger and Ashby ..... No. 1		48	11	59	66	125	150	63	87	2	1	1	....
	do do ..... " 2		29	9	40	18	58	75	40	35	2	....	....	....
	Barrie ..... No. 1		25	9	34	22	56	75	34	41	....	....	....	....
	do ..... " 2		24	6	30	25	55	75	30	45	....	....	....	....
	Clarendon and Miller ..... No. 1		32	15	47	39	86	100	47	53	....	....	....	....
	do do ..... " 2		20	26	46	52	98	125	46	79	....	....	....	....

ALFRED MAXWELL BELL
Returning Officer.

do do ..... " 3	11	..	11	14	25	50	11	39	....	....	....	....
Kennebec..... .....No. 1	76	13	99	33	132	150	99	51	....	....	....	....
do ..... " 2	55	4	59	26	85	100	59	41	....	....	....	....
do ..... " 3	35	4	39	14	53	75	39	36	....	....	....	....
Tp. of Olden.....No. 1	163	14	177	112	289	325	177	148	....	....	....	....
Tp. of Osa.....No. 1	88	15	103	185	288	325	103	222	....	....	....	....
Hinchinbrooke .....No. 1	53	13	66	46	112	125	67	58	....	1	....	....
do ..... " 2	101	3	104	52	156	175	104	71	....	....	....	....
do ..... " 3	12	1	13	22	35	50	13	37	....	....	....	....
do ..... " 4	21	4	25	17	42	75	25	50	....	....	....	....
Palmerston N. & S. Canonto.....No. 1	18	21	39	45	84	100	39	61	....	....	....	....
do do ..... " 2	27	3	30	13	43	75	30	45	....	....	....	..
do do ..... " 3	23	1	24	8	32	50	24	26	....	....	....	....
do do ..... " 4	24	3	27	7	34	50	27	23	....	....	....	....
Totals	1,841	511	2,364	1,596	3,960	5,000	2,371	2,629	12	5	2	....
Majority for Black	1,330											

CHARLES F. ROTHERA,
Returning Officer.

		Grigg.	McArthur.									
Algoma	Webbwood.....	58	27	85	51	136	150	85	65	....	....	....	....
	Hallam Tp.....	33	33	66	25	81	100	66	43	....	....	....	....
	McKinnon, Shakespeare and Gough ...	31	18	49	41	90	100	49	51	....	....	....	....
	Massey	84	48	132	88	220	250	132	117	....	1	....	....
	Salter-May and 116	84	72	156	47	203	225	156	68	1	....	....	....
	Broken Front, Salter, etc	23	15	38	38	76	100	38	61	....	1	....	....
	Walford (Victoria Rd.)	59	16	75	40	115	125	75	50	....	....	....	....
	Spanish (Shedden)	41	90	131	53	184	200	131	68	1	....	....	....
	Aird Island	34	19	53	16	69	75	53	22	....	....	....	....
	Cutler.....	6	7	13	8	21	25	13	11	1	....	....	....
	John's Island	5	26	31	12	43	50	31	19	....	....	....	....
	Spragge	37	53	90	19	109	125	90	32	....	1	1	....
	Algoma Mills	21	19	40	25	65	75	40	35	....	....	....	....
	Striker and Cobden.....	20	22	42	32	74	75	42	33	....	....	....	....
	Blind River.... .....No. 1	45	99	144	206	350	350	144	204	....	....	2	....
	do ..... " 2	41	69	110	57	167	175	110	64	....	1	....	....
	do ..... " 3	40	48	88	100	188	200	88	111	1	....	....	....
	Thompson Tp.	29	16	45	18	63	75	45	29	1	....	....	....
	Patton do	23	15	38	16	54	75	38	37	....	....	....	....
	Gladstone do	33	20	53	21	74	100	53	47	....	....	....	....
	Bright do	11	3	14	10	24	50	14	36	....	....	....	....
	Parkinson do	24	12	36	13	49	75	36	39	....	....	....	....
	Parkinson and Grasette	9	10	19	5	24	50	19	31	....	....	....	....
	Day and Bright	30	30	60	33	93	125	60	65	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Grigg.	McArthur.										
Algoma—Con.....	Wells and Gould	19	15	34	11	45	75	34	38	3	....	....	....
	Thessalon, A to K	53	66	119	121	356	200	117	82	....	1	....	....
	do L to Z.	44	72	116			200	118	80	1	1	....	....
	do Tp. L. Rapids.....	43	41	84	70	206	200	84	116	....	....	....	....
	do do Maple Ridge	24	28	52			100	52	48	....	....	....	....
	Kirkwood and Lefroy.....	19	9	28	16	44	75	28	47	....	....	....	....
	Lefroy and Kirkwood.....	64	78	142	43	185	200	141	58	....	....	1	....
	Lefroy	15	18	33	12	45	75	33	41	1	....	....	....
	Bruce Mines	87	46	133	67	200	225	133	90	....	2	....	....
	Plummer Additional	60	22	88	66	154	175	82	93	....	....	....	....
	Plummer and Rose.....	102	35	137	29	166	200	162	36	1	1	....	....
	Aberdeen Tp.....	21	17	38	6	44	75	38	37	....	....	....	....
	Galbraith and Houghton.....	16	14	30	10	40	50	30	20	....	....	....	....
	Aberdeen (Corvard)	13	5	18	1	19	25	18	7	....	....	....	....
	do (Leeburn)	18	14	32	7	39	50	32	18	....	....	....	....
	Thompson.....	33	17	50	12	62	75	50	25	....	....	....	....
	Tarbutt and Tarbutt Additional.....	43	19	62	40	102	125	62	63	....	....	....	....
	Johnson (Roach's house)	59	23	88	20	102	125	82	42	....	....	1	....
	Laird	40	25	65	68	133	125	65	60	....	....	....	....
	McDonald, Meredith and Aberdeen....	56	28	84	9	93	100	84	15	....	1	....	....
	do do do	33	19	52	75	127	150	52	98	....	....	....	....
	do do do	15	13	28	23	51	75	28	47	....	....	....	....
	St. Joseph's .....No. 1	83	38	121	39	160	200	121	79	....	....	....	....
	do ..... " 2	48	15	63	19	82	100	63	37	....	....	....	....
	do ..... " 3	33	4	37	22	59	75	37	37	1	....	....	....

Hilton	No. 1	35	16	51	34	85	125	51	74	....	....	....	....
do	" 2	16	9	25	28	53	75	25	50	....	....	....	....
Jocelyn	No. 1	16	10	26	8	34	50	26	24	....	....	....	....
do	" 2	14	12	26	9	35	50	26	24	....	....	....	....
do	" 3	16	3	19	13	32	50	19	31	....	....	....	....
Totals		1,959	1,508	3,473	1,852	5,325	6,375	3,511	2,834	12	10	6	....
Majority for Grigg		451											

JOHN SYDNEY ARMITAGE
Returning Officer.

Brant, North

		Westbrook	Davidson										
Paris Town	No. 1	73	71	145	45	190	225	145	80	1	....	....	....
do	" 2	90	89	180	50	230	282	180	102	1	....	....	....
do	" 3	88	68	157	53	210	250	159	91	1	....	....	....
do	" 4	69	67	137	33	170	200	137	63	1	....	....	....
do	" 5	67	54	122	38	160	200	122	78	1	....	....	....
do	" 6	129	84	213	47	260	300	213	87	....	....	....	....
Onondaga Tp.	No. 1	69	53	122	28	150	175	122	53	....	....	....	....
do	" 2	96	39	135	35	170	200	135	65	....	....	....	....
Burford Tp.	No. 1	73	51	125	25	150	200	125	75	1	....	....	....
do	" 2	57	63	120	20	140	200	121	79	....	....	1	....
do	" 3	47	66	114	26	140	200	116	84	1	....	2	....
do	" 4	53	64	118	22	140	175	118	57	1	....	....	....
do	" 5	44	68	113	27	140	200	113	87	1	....	....	....
do	" 6	52	60	112	38	150	200	112	88	....	....	....	....
do	" 7	73	44	117	23	140	200	117	83	....	....	....	....
do	" 8	61	49	111	19	130	150	111	39	1	....	....	....
do	" 9	54	43	97	33	130	150	97	53	....	....	....	....
South Dumfries Tp.	No. 1	21	50	71	19	90	125	71	54	....	....	....	....
do	" 2	23	57	80	40	120	150	80	70	....	....	....	....
do	" 3	19	78	97	33	130	150	97	53	....	....	....	....
do	" 4	40	73	113	17	130	150	114	36	....	....	1	....
do	" 5	71	57	129	31	160	200	129	71	1	....	....	....
do	" 6	29	51	80	20	100	125	81	44	....	....	1	....
do	" 7	19	48	67	23	90	125	67	58	....	....	....	....
Brantford Tp.	No. 1	26	45	71	29	100	120	71	49	....	....	....	....
do	" 2	28	17	45	45	90	125	45	80	....	....	....	....
do	" 3	87	84	171	89	260	200	176	24	....	4	1	....
do	" 4	48	71	119	41	160	200	119	81	....	....	....	....
do	" 5	133	108	243	57	300	350	243	107	2	....	....	....
do	" 6	32	22	56	34	90	125	56	69	2	....	....	....
do	" 7	47	39	86	44	130	150	86	64	....	....	....	....

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
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		Westbrook.	Davidson.									
Brant, North—Con.	Brantford Tp.....No. 8	59	70	129	31	160	200	129	71	....	....	....
	do ..... " 9	7	36	43	7	50	75	43	31	....	1	....
	do ..... " 10	54	48	102	18	120	150	102	48	....	....	....
	Totals	1,938	1,987	3,940	1,440	5,080	6227	3,952	2,274	15	5	6
	Majority for Davidson		49									
		Brewster.	Ham.									
Brant, South.....	City of Brantford .....No. 1	89	76	165	55	220	220	165	50	4	1	....
	do ..... " 2	96	108	204	61	265	265	204	58	2	....	1
	do ..... " 3	134	116	250	90	340	340	250	88	1	1	....
	do ..... " 4	83	92	175	55	230	230	175	51	2	1	1
	do ..... " 5	110	71	181	49	230	230	181	44	4	1	....
	do ..... " 6	90	110	200	170	370	370	200	169	1	....	....
	do ..... " 7	127	140	267	103	370	370	267	103	....	....	....
	do ..... " 8	149	104	253	87	340	340	253	81	....	....	6
	do ..... " 9	121	96	217	73	290	290	217	70	2	1	....
	do ..... " 10	119	88	207	63	270	270	207	56	7	....	....
	do ..... " 11	111	110	221	79	300	300	221	75	3	1	....
	do ..... " 12	84	48	132	48	180	180	132	42	1	....	....
	do ..... " 13	106	84	190	85	275	275	190	83	2	....	....
	do ..... " 14	85	96	181	69	250	250	181	67	2	....	....
	do ..... " 15	80	132	212	68	280	280	212	68	....	....	....

THOMAS SIMPSON WADE, Returning Officer.

do	"	16	111	100	211	69	280	280	211	69	....	....	....	....
do	"	17	99	119	218	72	290	290	218	69	3	....	....	....
do	"	18	109	140	240	71	320	320	240	67	3	....	....	....
do	"	19	112	145	257	64	321	321	257	63	2	....	....	....
do	"	20	93	111	204	56	260	260	204	52	3	1	....	....
do	"	21	174	173	347	93	440	440	347	82	2	....	9	....
do	"	22	83	89	172	58	230	230	172	55	2	1	....	....
do	"	23	121	146	267	93	360	360	267	90	3	....	....	....
do	"	24	128	152	280	120	400	400	280	120	....	....	....	....
do	"	25	109	106	215	65	280	280	215	62	3	....	....	....
do	"	26	115	142	257	93	350	350	257	91	2	....	....	....
do	"	27	178	195	373	97	470	370	373	92	5	....	....	....
Brantford Tp.	No.	1	24	63	87	53	140	140	87	52	1	....	....	....
do	"	2	16	38	54	26	80	80	54	26	....	....	....	....
do	"	3	17	53	70	60	130	130	70	59	1	....	....	....
do	"	4	55	82	137	33	170	170	137	33	....	....	....	....
do	"	5	23	50	73	27	100	100	73	26	....	1	....	....
do	"	6	50	75	125	105	230	230	125	104	....	....	1	....
Oakland Tp.	No.	1	26	73	99	31	130	130	99	30	....	....	1	....
do	"	2	25	71	96	34	130	130	96	34	....	....	....	....
Totals			3,252	3,594	6,846	2,475	9,317	9,317	6,846	2,382	61	9	19	....
Majority for Ham				342										

WILLIAM RICHARDSON, Returning Officer.

				Donaldson.	Donovan	Rogers.	Wing.								
Brockville	South Ward	No.	1	21	65	46	4	139	90	229	250	139	111	3	....	....	....
do		"	2	11	40	38	2	91	58	149	150	93	57	....	2	....	....
	North Ward	No.	1	29	41	40	2	114	63	177	200	114	86	2	....	....	....
do		"	2	21	50	45	4	121	56	177	200	121	79	1	....	....	....
do		"	3	19	38	30	3	90	58	148	150	91	59	....	....	1	....
	Centre Ward	No.	1	28	49	51	4	134	89	223	225	134	91	2	....	....	....
do		"	2	9	47	30	1	87	53	140	150	88	62	....	1	....	....
do		"	3	10	58	41	3	113	60	173	175	113	62	1	....	....	....
	East Ward	No.	1	60	88	62	4	215	100	315	325	215	110	1	....	....	....
do		"	2	23	91	77	3	195	78	273	275	197	78	1	2	....	....
	West Ward	No.	1	60	43	38	9	150	56	206	225	150	75	....	....	....	....
do		"	2	44	65	41	7	158	69	227	250	158	92	1	....	....	....
do		"	3	60	78	77	3	218	73	291	300	218	82	....	....	....	....
	Elizabethtown	No.	1	3	50	38	.....	92	58	150	150	92	58	1	....	....	....
do		"	2	5	25	38	1	69	45	114	125	69	56	....	....	....	....
do		"	3	7	27	41	1	76	15	91	100	76	24	....	....	....	....
do		"	4	.....	31	55	1	89	20	109	125	89	36	2	....	....	....
do		"	5	6	48	34	2	90	29	119	125	90	35	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

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		Donaldson. Donovan Rogers. Wing.										
Brockville—Con.	Elizabethtown ..... No. 6	2 33 14	49	21	70	75	49	26	....	....	....	....
	do ..... " 7	13 46 13	73	10	83	100	73	27	1	....	....	....
	do ..... " 8	1 54 23	81	20	101	125	81	44	3	....	....	....
	do ..... " 9	3 66 63	132	22	154	175	132	43	....	....	....	....
	do ..... " 10	38 6	44	7	51	75	44	31	....	....	....	....
	do ..... " 11	6 22 26	54	22	76	100	54	46	....	....	....	....
	Kitley ..... No. 1	2 73 33	108	65	173	175	110	65	....	2	....	....
	do ..... " 2	2 63 35 3	104	37	141	150	104	46	1	....	....	....
	do ..... " 3	1 55 44	101	27	128	150	101	49	1	....	....	....
	do ..... " 4	67 5 2	77	19	96	100	77	23	3	....	....	....
	Rear of Yonge and Escot ..... No. 1	2 54 30	86	20	106	125	86	39	....	....	....	....
	do do ..... " 2	5 50 33	88	26	114	125	88	37	....	....	....	....
	do do ..... " 3	9 39 24	73	15	88	100	73	27	1	....	....	....
	South Elmsley ..... No. 1	4 48 23	75	70	145	150	75	75	....	....	....	....
	do ..... " 2	1 22 16	39	31	70	100	39	61	....	....	....	....
	Athens ..... No. 1	4 38 53	95	23	118	125	95	30	....	....	....	....
	do ..... " 2	1 66 39 1	107	20	127	150	107	43	....	....	....	....
	Totals	472 1,768 1,302 60	3,627	1,525	5,152	5,600	3,635	1,965	25	7	1	....
	Majority for Donovon	466										
		Vandusen. McDonald.										
Bruce, North	St. Edmunds ..... No. 1	30 4	34	8	42	65	34	31	....	....	....	....
	do ..... " 2	5 2	7	18	25	28	7	21	....	....	....	....
	do ..... " 3	34 19	53	46	99	106	54	52	....	....	....	....

Lindsay	No. 1	25	35	60	15	75	80	60	20	....	....	....	....
do	" 2	12	10	22	9	31	35	22	13	....	....	....	....
do	" 3	24	12	36	15	51	55	39	2	....	2	....	....
do	" 4	8	3	11	11	22	25	11	14	....	....	....	....
Eastnor	No 1	71	61	132	42	174	184	134	50	....	....	2	....
do	" 2	48	31	79	18	97	104	80	24	....	1	....	....
do	" 3	29	11	40	9	49	53	40	13	....	....	....	....
do	" 4	17	37	54	11	65	70	54	16	....	....	....	....
do	" 5	11	12	23	7	30	33	23	10	....	....	....	....
Albemarle	No. 1	14	10	24	7	31	34	24	10	....	....	....	....
do	" 2	24	23	47	16	63	70	48	22	1	....	....	....
do	" 3	28	39	67	14	81	84	67	19	....	....	....	....
do	" 4	29	10	39	12	53	56	14	15	1	....	1	....
do	" 5	33	26	59	18	78	86	60	26	1	....	....	....
Amabel	No. 1	26	37	63	9	72	78	63	15	....	....	....	....
do	" 2	52	65	117	22	139	145	119	26	2	....	....	....
do	" 3	25	24	49	12	61	66	49	17	....	....	....	....
do	" 4	52	55	107	64	171	170	108	62	1	....	....	....
do	" 5	58	32	90	51	141	148	94	56	2	2	....	....
do	" 6	24	17	41	35	76	82	41	41	....	....	....	....
Arran	No. 1	50	84	134	5	139	138	115	23	1	....	....	....
do	" 2	109	26	135	8	143	.....	.....	.....	....	....	....	....
do	" 3	68	39	107	13	120	129	107	22	....	....	....	....
do	" 4	43	30	73	10	83	90	73	17	....	....	....	....
do	" 5	17	22	39	12	51	56	39	17	....	....	....	....
do	" 6	18	20	38	11	49	55	38	17	....	....	....	....
Elderslie	No. 1	49	86	135	20	155	177	144	33	1	....	....	....
do	" 2	50	52	102	23	125	135	102	35	....	....	....	....
do	" 3	64	74	138	..	138	174	138	36	....	....	....	....
do	" 4	30	95	125	6	131	157	125	32	....	....	....	....
Wiarton	No. 1	45	50	95	36	131	135	96	39	....	1	....	....
do	" 2	60	41	101	18	129	136	111	25	....	....	....	....
do	" 3	79	40	119	31	150	159	119	40	....	....	....	....
do	" 4	51	57	108	28	136	153	111	41	3	....	....	....
Hepworth	No. 1	36	43	79	20	99	108	79	29	....	....	....	....
Tara	No. 1	83	47	130	20	150	157	130	27	....	....	....	....
Chesley	No. 1	53	102	155	35	190	209	158	51	3	....	....	....
do	" 2	84	138	222	51	273	292	223	70	1	....	....	....
Paisley	No. 1	47	60	107	23	130	143	188	35	1	....	....	....
do	" 2	34	45	79	10	89	100	82	18	1	2	....	....
Totals		*1,749	1,726	3,475	841	4,325	4,540	3,423	1,162	19	8	3	....
Majority for Vandusen		23											

JAMES RUSHTON,
Returning Officer.

*On recount these figures were changed as follows —McDonald, 1,736. Vandusen, 1,729. Majority for McDonald, 7.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Cargill. Johnston.										
Bruce, South	Town of Walkerton, East .....No. 1	78 62	140	64	204	275	.....	85	....	....	....	....
	do Centre ..... " 2	112 75	187	63	280	275	.....	87	1	....	....	....
	do West ..... " 3	72 46	118	42	160	200	.....	81	1	....	....	....
	do South..... " 4	38 29	67	37	104	125	.....	58	....	....	....	....
	Township of Brant .....No. 1	69 30	99	52	151	175	.....	76	....	....	....	....
	do ..... " 2	31 34	65	20	85	100	.....	35	....	....	....	....
	do ..... " 3	46 66	112	45	187	175	.....	62	1	....	....	....
	do ..... " 4	78 27	105	31	136	175	.....	70	....	....	....	....
	do ..... " 5	51 28	79	40	119	150	.....	70	1	....	....	....
	do ..... " 6	30 38	68	18	86	100	.....	32	....	....	....	....
	do ..... " 7	17 53	70	24	94	125	.....	55	....	....	....	....
	do ..... " 8	29 54	83	40	133	150	.....	65	2	....	....	....
	do ..... " 9	49 28	77	18	95	125	.....	48	....	....	....	....
	Village of Teeswater.....No. 1	33 44	77	19	96	125	.....	48	....	....	....	....
	do ..... " 2	46 59	105	26	131	150	.....	45	....	....	....	....
	Township of Culross.....No. 1	14 27	41	15	56	75	.....	34	....	....	....	....
	do ..... " 2	15 63	78	20	98	125	.....	47	....	....	....	....
	do ..... " 3	28 60	88	29	117	150	.....	62	....	....	....	....
	do ..... " 4	29 62	91	24	115	150	.....	59	....	....	....	....
	do ..... " 5	45 48	93	41	134	150	.....	56	....	....	1	....
	do ..... " 6	75 9	84	18	102	125	.....	41	....	....	....	....
	do ..... " 7	27 20	47	21	68	100	.....	50	....	....	3	....
	Township of Carrick.....No. 1	41 62	103	21	124	150	.....	45	2	....	....	....
	do ..... " 2	72 90	162	30	192	225	.....	61	2	....	....	....
	do ..... " 3	108 11	119	20	139	175	.....	56	....	....	....	....

WILLIAM JOHN MCNALLY,
Returning Officer.

	do	" 4	25	44	69	29	98	125		56				
	do	" 5	50	41	91	16	107	125		33	1			
	do	" 6	67	23	90	25	115	150		59	1			
	do	" 7	62	46	108	15	123	150		42				
	do	" 8	12	48	60	11	71	100		40				
	Township of Greenock	No. 1	32	34	66	21	87	100		34				
	do	" 2	41	17	58	16	74	100		42				
	do	" 3	107	21	128	36	164	200		71				
	do	" 4	50	10	60	8	68	100		40				
	do	" 5	52	26	78	13	91	125		47				
	do	" 6	54	38	92	21	113	150		58				
	do	" 7	16	22	38	7	45	75		37				
	do	" 8	19	8	27	10	37	59		23				
	Totals		1,820	1,503	3,323	1,006	4,329	5,350	3,340	2,010	13		4	
	Majority for Cargill		317											

			Bowman.	Green.										
Bruce, West	Saugeen	No. 1	46	42	90	10	100	110	88	20	2			
	do	" 2	44	19	63	13	76	85	63	22				
	do	" 3	51	15	66	6	72	85	66	19				
	do	" 4	42	9	51	17	68	75	51	24				
	do	" 5	41	12	53	13	66	75	53	22				
	Southampton	No. 1	89	70	165	52	217	225	159	60	6			
	do	" 2	65	39	104	45	149	160	104	56				
	do	" 3	33	31	64	24	88	100	64	36				
	Port Elgin	No. 1	71	49	121	27	148	150	120	29	1			
	"	" 2	80	40	121	44	165	176	120	55	1			
	Bruce	No. 1	50	20	72	43	115	125	70	53	2			
	do	" 2	71	29	100	48	148	150	100	50				
	do	" 3	55	38	93	68	161	175	93	82				
	do	" 4	81	20	101	57	158	175	101	74				
	do	" 5	50	27	77	42	119	125	77	48				
	do	" 6	62	21	83	98	181	200	83	117				
	Tiverton	No. 1	50	21	71	57	128	135	71	64				
	Kincardine Tp	No. 1	50	58	108	40	148	150	108	42				
	do	" 2	43	90	133	52	185	200	133	67				
	do	" 3	39	36	75	35	110	125	75	50				
	do	" 4	62	24	86	27	113	125	86	39				
	do	" 5	52	14	66	33	99	110	66	44				
	Kincardine Tn	No. 1	63	73	139	62	201	210	136	71	3			
	do	" 2	52	48	100	38	138	150	100	50				
	do	" 3	46	44	93	74	167	175	90	82	3			
	do	" 4	30	51	82	57	139	150	81	68	1			

ELIJAH MILLER,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Bowman.	Green.									
Bruce, West—Con.	Huron.....No. 1	54	58	112	22	134	151	112	39	....	....	....
	do ..... " 2	32	79	112	26	138	150	111	38	1	....	....
	do ..... " 3	39	60	99	25	124	125	99	26	....	....	....
	do ..... " 4	62	43	105	31	136	150	105	45	....	....	....
	do ..... " 5	83	45	128	24	152	175	128	47	....	....	....
	do ..... " 6	79	28	108	27	135	150	107	42	1	....	....
	Lucknow.....No. 1	74	58	132	34	166	176	132	44	....	....	....
	do ..... " 2	56	27	84	13	97	100	83	16	1	....	....
	Kinloss.....No. 1	23	25	48	16	64	75	48	27	....	....	....
	" ..... " 2	20	32	52	20	72	75	52	23	....	....	....
	" ..... " 3	51	47	98	44	142	150	98	52	....	....	....
	" ..... " 4	80	28	109	26	135	137	108	28	1	....	....
	" ..... " 5	44	18	62	24	86	90	62	28	....	....	....
	" ..... " 6	38	18	56	11	67	75	56	19	....	....	....
	Totals.....	2,153	1,506	3,682	1,425	5,107	5,500	3,659	1,818	23	....	....
	Majority for Bowman.....	647										
		Hamilton.	McElroy.									
Carleton.....	Fitzroy.....No. 1	14	33	47	90	137	136	47	89	....	....	....
	do ..... " 2	20	35	55	145	200	200	55	145	....	....	....
	do ..... " 3	16	37	53	124	177	182	53	129	....	....	....
	do ..... " 4	6	52	58	71	129	130	58	72	....	....	....

Goulbourn	No. 1	4	40	44	36	80	81	44	37	....	....	....	....
do	" 2	5	55	60	44	104	105	60	45	....	....	....	....
do	" 3	12	35	47	62	109	110	47	63	....	....	....	....
do	" 4	10	48	58	43	101	100	58	42	....	....	....	....
do	" 5	19	47	66	61	127	129	66	63	....	....	....	....
do	" 6	9	36	45	28	73	75	45	30	....	....	....	....
Huntley	No. 1	5	64	69	49	118	120	70	50	....	1	....	....
do	" 2	4	170	174	71	245	250	174	76	....	....	....	....
do	" 3	12	6	18	56	74	80	18	62	....	....	....	....
do	" 4	16	12	28	55	83	85	28	57	....	....	....	....
March	No. 1	4	41	45	106	151	150	45	105	....	....	....	....
do	" 2	15	28	43	93	136	140	43	97	....	....	....	....
Torbolton	No. 1	16	24	40	65	105	110	40	70	....	....	....	....
do	" 2	7	50	57	137	194	200	57	143	....	....	....	....
Marlboro	No. 1	3	45	48	73	121	125	48	77	....	....	....	....
"	" 2	7	31	38	61	99	100	38	62	....	....	....	....
"	" 3	1	52	53	33	86	100	53	47	....	....	....	....
"	" 4	5	7	12	29	41	42	12	30	....	....	....	....
Richmond	No. 1	16	64	80	51	131	133	80	53	....	....	....	....
North Gower	No. 1	17	103	120	67	187	215	120	95	....	1	1	....
do	" 2	10	47	57	53	110	111	57	54	....	....	....	....
do	" 3	5	58	63	43	106	125	64	61	....	1	....	....
do	" 4	4	37	41	45	86	110	41	59	....	....	....	....
do	" 5	2	38	40	21	61	60	40	20	....	....	....	....
Nepean	No. 1	8	36	44	68	112	120	45	75	1	....	....	....
do	" 2	4	7	11	14	25	25	11	14	....	....	....	....
do	" 3	7	44	51	45	96	100	51	49	....	....	....	....
do	" 4	10	32	42	68	110	110	42	68	....	....	....	....
do	" 5	11	15	26	68	94	100	26	74	....	....	....	....
do	" 6	14	23	37	81	118	120	38	82	....	1	....	....
do	" 7A	9	28	37	40	77	86	37	49	....	....	....	....
do	" 7B	15	33	48	44	92	100	48	52	....	....	....	....
do	" 7C	22	54	76	52	128	150	78	72	....	2	....	....
do	" 8	9	28	37	44	81	100	37	63	....	....	....	....
do	" 9	17	27	44	75	119	125	44	81	....	....	....	....
do	" 10	6	21	27	92	119	125	27	98	....	....	....	....
do	" 11	8	17	25	29	54	75	25	50	....	....	....	....
do	" 12	13	27	40	38	78	75	40	35	....	....	....	....
Mechanicsville, or No. 9 Ottawa City.		126	25	151	56	207	225	151	74	....	....	....	....
Totals		543	1,712	2,255	2,626	4,881	5,130	2,261	2,869	1	6	1	....
Majority for McElroy		1,169											

JAMES E. CRAIG,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.— *Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Douglas.	Lang.	Walker.										
Cochrane.....	Huronian Mine.....	13	5	4	23	30	52	100	22	76	1	2	....	....
	Swistika.....	50	41	26	118	345	463	473	118	349	1	....	....	....
	Kirkland Lake.....	8	39	45	96	90	186	250	96	154	4	....	....	....
	Maisonville	11	15	1	27	27	54	75	27	48	....	....	....	....
	Bourkes	16	.....	4	20	20	49	50	20	30	....	....	....	....
	Ramore	10	10	3	23	7	30	35	23	12	....	....	....	....
	Matheson.....No. 1	93	53	11	158	212	376	400	158	242	1	....	....	....
	do ..... " 2	34	25	3	62	25	87	99	62	37	....	....	....	....
	Munroe	4	2	.....	6	.....	.....	50	6	44	....	....	....	....
	Wahtaybeag	25	4	1	30	.....	.....	75	30	45	....	....	....	....
	Anthony	26	5	2	36	72	167	98	37	61	1	....	....	....
	Moose Lake	18	4	5	27	.....	.....	50	.....	23	....	....	....	....
	Homer.....	34	4	2	40	37	97	100	40	60	....	....	....	....
	Nushka	14	37	.....	51	19	10	75	51	24	....	....	....	....
	Monteith.....	26	14	9	50	73	123	130	50	80	1	....	....	....
	Kelso	11	17	.....	29	.....	.....	99	29	70	1	....	....	....
	Couchiching Falls.....	10	3	.....	13	27	40	45	13	33	....	....	....	....
	Iroquois Falls	69	97	19	188	145	333	343	193	150	2	5	....	....
	Grant	13	16	1	30	28	58	65	30	35	....	....	....	....
	O'Brien Pit.....No. 7	15	8	2	25	25	50	61	25	35	....	....	....	....
	do ..... " 9	30	6	1	38	7	45	50	38	12	1	....	....	....
	do ..... " 2	31	10	5	47	12	59	65	47	18	1	....	....	....
	Hearst	45	46	1	92	69	161	175	93	82	....	1	....	....
	Kennedy's Pit	2	2	3	7	15	22	25	7	18	....	....	....	....
	Missanabi	3	1	1	5	1	6	10	5	5	....	....	....	....

FRANK K. EBBITT, Returning Officer.

Ground Hog	10	18	.....	28	14	42	50	28	22	....	.....	.....	.....
Jacksonboro	13	8	3	25	4	29	35	25	10	1	.....	.....	.....
Porquois Junction	29	14	3	47	.....	113	125	.....	78	1	.....	.....	.....
Connaught	40	7	5	52	36	88	94	52	42	....	.....	.....	.....
Nellie Lake	19	3	1	23	2	25	25	23	2	....	.....	.....	.....
Nahma	16	7	1	24	26	50	50	24	26	*	.....	.....	.....
McKinnon's Camp.....No Poll	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....
Three Nations	5	.....	5	11	1	11	24	11	13	1	.....	.....	.....
Golden City	29	38	26	94	408	525	450	94	356	1	.....	.....	.....
Lakeview	5	5	1	11		.....	344	12	332	....	.....	.....	.....
Tisdale.....No. 1	28	25	44	98	293	505	398	98	300	1	.....	.....	.....
.....A	19	47	47	114		.....	474	114	360	1	.....	.....	.....
Tisdale.....No. 2	12	29	66	111	250	362	470	112	358	4	1	.....	.....
do .....“ 3	43	31	12	88	239	327	471	89	382	1	1	1	....
Hollinger Mine	2	7	3	12	.....	4	145	.....	133	....	.....	.....	.....
Little Pet Mine	23	45	52	122	22	144	299	129	177	2	.....	.....	.....
Timmins.....No. 1	13	98	17	134	306	546	400	134	266	6	.....	.....	.....
.....A	17	80	8	106		.....	350	106	244	1	.....	.....	.....
Timmins.....No. 2	12	29	29	70	405	475	398	70	328	....	.....	.....	.....
Waiwiaten Falls	27	10	7	45	27	72	78	45	33	1	.....	.....	.....
Sandy Falls	10	3	6	20	86	106	110	20	90	1	.....	.....	.....
James Camp	5	2	5	12	288	300	75	12	63	....	.....	.....	.....
Miricale Mine	.....	5	1	7	18	25	27	2	20	1	.....	.....	.....
Lally's Camp.....No Poll	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....
Driftwood	13	4	7	24	113	137	140	24	116	....	.....	.....	.....
Lovell's	31	4	4	40	42	82	90	40	50	1	.....	.....	.....
Frederickhouse	16	2	.....	18	74	92	100	18	82	....	.....	.....	.....
Abitibi	17	10	1	28	18	36	40	28	12	....	.....	.....	.....
Low Bush	15	1	1	17	.....	12	65	17	48	....	.....	.....	.....
Greniers	6	32	.....	38	40	78	80	38	42	....	.....	.....	.....
Kapaskasing	2	.....	.....	2	5	7	10	2	8	....	.....	.....	.....
Mistongo	5	7	.....	12	.....	11	15	12	3	....	.....	.....	.....
Cochrane.....No. 1	60	86	4	152	162	314	350	153	197	1	1	.....	.....
do .....“ 2	54	57	3	116	162	278	350	117	233	2	1	.....	.....
do .....“ 3	44	119	6	171	514	692	751	.....	573	2	....	7	....
Gouldings	18	.....	.....	18		.....	100	18	82	....	.....	.....	.....
Totals	1,269	1,297	517	3,131	4,843	7,936	9,986	2,887	6,824	43	10	8	....
Majority for Lang		28											

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Bell.	McKeown.										
Dufferin	Amaranth No. 1		38	21	59	16	75	85	59	25	....	1	....	....
	do " 2		97	22	119	37	156	175	119	56	....	....	....	....
	do " 3		36	23	59	53	112	122	59	63	....	....	....	....
	do " 4		43	28	71	37	108	120	71	49	....	....	....	....
	do " 5		45	54	99	57	156	170	99	71	....	....	....	....
	do " 6		24	33	57	45	102	120	57	63	....	....	....	....
	do " 7		19	21	40	17	57	75	40	35	....	....	....	....
	East Garafraxa No. 1		31	17	48	21	69	75	48	27	....	....	....	....
	do " 2		7	33	40	20	60	75	40	35	....	....	....	....
	do " 3		20	9	29	43	72	100	29	71	....	....	....	....
	do " 4		34	68	102	25	125	150	102	48	....	....	....	....
	do " 5		19	63	82	32	114	125	82	41	....	2	....	....
	East Luther No. 1		38	32	70	21	91	100	70	29	....	....	1	....
	do " 2		61	37	98	41	139	150	98	52	....	....	....	....
	do " 3		38	84	122	21	143	180	122	57	1	....	....	....
	Mono No. 1		17	65	82	21	103	125	82	43	....	....	....	....
	do " 2		10	73	83	24	107	120	83	37	....	....	....	....
	do " 3		38	29	67	26	93	100	67	33	....	....	....	....
	do " 4		19	54	73	53	126	135	73	62	....	....	....	....
	do " 5		35	59	94	21	115	125	94	30	1	....	....	....
	do " 6		58	56	114	32	146	170	114	56	....	....	....	....
	do " 7		39	41	80	56	136	150	80	70	....	....	....	....
	Melancthon No. 1		40	75	115	55	170	180	115	65	....	....	....	....
	do " 2		24	9	33	21	54	60	33	27	....	....	....	....
	do " 3		22	15	37	64	101	120	37	83	....	....	....	....
	do " 4		58	40	98	61	159	170	98	72	....	....	....	....

MORTON WYNNE BERWICK, Returning Officer.

	do	" 5	43	30	73	47	120	130	73	56	1	....	....
	do	" 6	47	38	85	52	137	150	85	64	1	....	....
	do	" 7	36	21	57	37	94	100	57	43	....	....	....
	do	" 8	14	32	46	22	68	75	46	27	1	1	....
	Mulmur	No. 1	24	99	123	80	203	225	123	102	....	....	....
	do	" 2	8	31	39	25	64	75	39	36	....	....	....
	do	" 3	28	96	124	47	171	180	124	56	....	....	....
	do	" 4	10	58	68	32	100	120	68	32	....	....	....
	do	" 5	38	60	98	64	162	175	98	77	....	....	....
	do	" 6	36	70	106	58	164	175	106	68	....	1	....
	Orangeville, North Ward	No. 1	52	61	113	93	206	225	113	111	1	....	....
	do East Ward	" 2	38	82	120	78	198	225	120	104	1	....	....
	do South Ward	" 3	49	105	154	107	261	275	154	119	1	1	....
	do West Ward	" 4	53	58	111	43	154	175	111	64	....	....	....
	Shelburne	No. 1	51	62	113	39	152	175	113	61	....	1	....
	do	" 2	40	53	93	27	120	150	93	57	....	....	....
	Grand Valley		72	77	149	49	198	225	149	75	1	....	....
	Totals		1,549	2,094	3,643	1,820	5,463	6,132	3,643	2,472	8	6	3	....
	Majority for McKeown			545									

Charles F. Whittaker, Returning Officer.

			Muir.	Whitney.									
Dundas	Williamsburg	No. 1	56	31	87	51	138	145	88	57	1	....	....
	do	" 2	62	25	87	32	119	125	87	38	....	....	....
	do	" 3	53	43	96	24	120	130	96	34	....	....	....
	do	" 4	89	56	145	38	183	189	145	44	....	....	....
	do	" 5	34	35	69	21	90	101	69	32	....	....	....
	do	" 6	63	45	108	26	134	146	108	38	....	....	....
	do	" 7	25	54	79	26	105	115	79	36	....	....	....
	do	" 8	7	32	39	4	43	50	39	11	....	....	....
	do	" 9	24	27	51	24	75	85	53	32	....	2	....
	Winchester Township	No. 1	33	37	70	34	104	115	70	45	....	....	....
	do do	" 2	45	83	128	29	157	165	129	36	1	....	....
	do do	" 3	32	39	71	15	86	95	71	24	....	....	....
	do do	" 4	24	50	74	24	98	105	74	31	....	....	....
	do do	" 5	62	27	89	15	104	115	89	26	....	....	....
	do do	" 6	60	119	179	58	237	250	179	71	....	....	....
	do do	" 7	36	42	78	55	133	145	78	67	....	....	....
	Matilda	No. 1	74	66	140	50	190	200	140	60	....	....	....
	do	" 2	25	104	129	64	193	204	129	75	....	....	....
	do	" 3	52	64	116	45	161	173	121	52	3	1	1	....
	do	" 4	45	58	103	25	128	136	103	33	....	....	....	....
	do	" 5	42	77	119	39	158	166	119	47	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Muir.	Whitney.										
Dundas—Con.....	Matilda..... .....No. 6		24	63	87	27	114	126	89	37	1	....	1	....
	do ..... " 7		9	42	51	27	78	90	52	38	....	1	....	....
	do ..... " 8		5	54	59	29	88	100	59	41	....	....	....	....
	Mountain .....No. 1		49	106	155	34	189	200	158	42	....	....	3	....
	do ..... " 2		36	97	133	41	174	184	133	51	....	....	....	....
	do ..... " 3		25	59	84	18	102	112	84	28	....	....	....	....
	do .... " 4		27	85	112	47	159	170	112	58	....	....	....	....
	do ..... " 5		50	84	134	31	165	175	134	41	....	....	....	....
	do ..... " 6		13	22	35	13	48	60	35	25	....	....	....	....
	Morrisburg ....No. 1		27	52	79	34	113	125	80	45	....	....	1	....
	do ..... " 2		48	50	98	50	148	154	98	56	....	....	....	....
	do ..... " 3		39	44	83	36	119	130	85	45	2	....	....	....
	Winchester Village..... .....No. 1		37	58	95	27	122	135	95	40	....	....	....	....
	do do ..... " 2		66	82	148	22	170	180	148	32	....	....	....	....
	Iroquois.....No. 1		48	52	100	24	124	133	100	33	....	....	....	....
	do .... " 2		28	58	86	22	108	118	87	31	....	1	....	....
	Chesterville		65	90	153	65	220	230	158	72	3	....	....	....
	Totals		1,539	2,212	3,751	1,246	4,997	5,377	3,773	1,604	11	5	6	....
	Majority for Whitney	.....		673										

HUGH WALKER, Returning Officer.

			Galbraith.	Preston.									
Durham, East	Port Hope Town	No. 1	50	90	140	75	215	250	140	108	2	....	....
	do	" 2	95	86	181	49	230	249	181	68	....	....	....
	do	" 3	24	67	91	62	153	188	91	97	....	....	....
	do	" 4	77	110	187	96	283	300	187	111	2	....	....
	do	" 5	69	72	141	78	215	201	141	58	1	1	....
	do	" 6	77	56	133	69	202	250	133	117	....	....	....
	Hope Township	No. 1	59	22	81	68	149	150	81	69	....	....	....
	do	" 2	99	40	139	72	211	196	139	57	....	....	....
	do	" 3	59	24	83	44	127	149	83	66	....	....	....
	do	" 4	44	52	96	53	149	150	96	54	....	....	....
	do	" 5	46	60	106	36	142	150	106	44	....	....	....
	do	" 6	52	55	107	47	154	200	107	93	....	....	....
	Millbrook Village	No. 1	26	52	78	24	102	100	78	22	....	....	....
	do do	" 2	30	58	88	19	107	100	88	14	....	....	....
	Cavan Township	No. 1	26	74	100	27	127	150	100	50	....	....	....
	do	" 2	40	82	122	20	142	150	122	27	1	....	....
	do	" 3	66	75	141	20	161	200	141	58	2	....	....
	do	" 4	69	78	147	59	206	202	147	34	1	1	....
	do	" 5	60	54	114	31	145	150	114	43	....	....	....
	Marmora Township	No. 1	15	42	57	21	78	100	57	22	....	....	....
	do	" 2	5	73	78	12	90	150	78	40	....	....	....
	do	" 3	23	87	110	49	159	100	110	32	....	....	....
	do	" 4	12	55	67	28	95	100	67	57	....	....	....
	do	" 5	19	122	141	33	174	200	141	....	....	1	....
	do	" 6	23	80	103	44	147	150	103	46	1	....	....
	do	" 7	39	54	93	47	140	150	93	57	....	2	....
	Totals		1,204	1,720	2,924	1,103	4,027	4,433	2,924	1,494	10	2	3	....
	Majority for Preston			516									

			Devitt.	Smith.									
Durham West	Bowmanville Town—												
	W. Bowmanville—one ballot disputed.												
	West Ward	No. 1	48	51	99	59	158	152	99	52	....	1	....
	do	" 2	58	41	99	33	132	150	99	49	1	....	....
	North Ward	" 1	88	60	148	82	230	250	148	101	....	1	....
	do	" 2	96	83	179	102	281	250	179	67	....	4	....
	South Ward	" 1	99	48	147	37	184	200	147	52	1	....	....
	do	" 2	70	24	94	31	125	150	94	56	....	....	....
	Darlington Tp	No. 1	34	115	149	20	169	200	149	49	....	2	....
	do	" 2	66	73	139	22	161	200	139	60	1	....	....
	do	" 3	42	69	111	18	129	150	111	38	....	1	....
	do	" 4	62	74	136	18	154	201	136	63	2	....	....
	do	" 5	70	66	136	17	153	200	136	63	1	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Devitt.	Smith.									
Durham, W.—Con..	Darlington Tp.....No. 6		60	97	157	19	176	200	157	43	....	....	....
	do .....“ 7		54	103	157	47	204	200	157	42	1	....	....
	Cartwright Tp.....No. 1		109	39	148	35	183	200	148	52	....	....	....
	do .....“ 2		80	13	93	10	103	150	93	57	....	....	....
	do .....“ 3		53	26	79	17	96	150	79	71	....	....	....
	do .....“ 4		56	28	84	20	104	150	84	66	....	....	....
	Clark Tp.....No. 1		55	44	99	19	118	151	99	48	1	3	....
	do .....“ 2		35	22	57	22	79	100	57	43	....	....	....
	do .....“ 3		22	41	63	11	74	128	63	65	....	....	....
	do .....“ 4		62	31	93	23	116	149	93	56	....	....	....
	do .....“ 5		59	61	120	20	140	176	120	55	....	1	....
	do .....“ 6		44	38	82	15	97	125	82	43	....	....	....
	do .....“ 7		46	19	65	7	72	125	65	60	....	....	....
	do .....“ 8		43	42	85	19	104	125	125	39	1	....	....
	do .....“ 9		59	71	130	18	148	201	130	71	....	....	....
	Newcastle Village .....No. 1		37	22	59	22	81	100	59	41	....	....	....
	do do .....“ 2		40	23	63	16	79	100	63	37	....	....	....
	Totals.....		1,647	1,424	3,071	779	3,850	4,633	3,111	1,499	9	4	9 ....
	Majority for Devitt.....		223										

SOLOMON J. WILLIAMS, Returning Officer.

FRANCIS LEESON, Returning Officer.

			Brower.	Cornell.									
Elgin, East	Bayham	No. 1	129	55	184	91	275	325	186	139	1	....	....
	do	" 2	58	39	97	53	150	200	99	101	1	....	....
	do	" 3	44	32	76	36	112	150	76	74	....	....	....
	do	" 4	104	51	155	51	206	250	155	95	....	....	....
	do	" 5	75	51	126	43	169	200	126	74	....	....	....
	do	" 6	54	38	92	43	135	200	92	108	....	....	....
	Aylmer	No. 1	105	88	193	63	256	275	194	81	1	....	....
	do	" 2	106	83	189	61	250	275	190	85	....	1	....
	do	" 3	80	63	143	27	170	200	144	56	....	1	....
	Dorchester South	No. 1	52	88	140	20	160	200	140	60	....	....	....
	do	" 2	81	70	151	48	199	225	152	73	1	....	....
	do	" 3	53	81	134	25	159	200	135	65	1	....	....
	Malahide	No. 1	80	89	169	23	192	225	172	52	2	2	....
	do	" 2	93	111	204	24	228	250	204	46	....	....	....
	do	" 3	95	83	178	37	215	250	179	71	1	....	....
	do	" 4	80	70	150	29	179	275	151	124	....	1	....
	do	" 5	107	61	168	30	198	225	168	57	....	....	....
	Port Stanley	No. 1	95	93	188	65	253	300	189	111	1	....	....
	Springfield	No. 1	68	46	114	32	146	175	114	61	....	....	....
	Vienna	No. 1	33	18	51	38	89	125	51	74	....	....	....
	Yarmouth	No. 1	87	100	187	39	226	250	189	63	....	....	....
	do	" 2	73	82	155	44	199	225	156	69	....	....	1
	do	" 3	72	68	140	41	181	225	140	85	....	....	....
	do	" 4	52	62	114	22	136	175	114	61	....	....	....
	do	" 5	162	76	238	123	361	400	238	161	....	....	....
	do	" 6	62	28	90	22	112	150	90	60	....	....	....
	do	" 7	91	81	172	35	207	250	172	78	....	....	....
	do	" 8	16	34	50	26	76	100	51	49	1	....	....
	do	" 9	27	61	88	32	120	150	88	62	....	....	....
	Totals		2,234	1,902	4,136	1,223	5,359	6,450	4,155	2,295	10	5	1
	Majority for Brower		332										

			Macdiarmid.	Lumley.									
Elgin, West	Aldborough	No. 1	60	90	150	39	189	225	150	75	....	....	....
	do	" 2	53	58	111	38	149	175	111	64	....	....	....
	do	" 3	72	29	101	4	105	150	101	49	....	....	....
	do	" 4	81	58	139	22	161	200	139	61	....	....	....
	do	" 5	46	35	81	30	111	150	82	68	....	1	....
	do	" 6	38	20	58	23	81	125	59	66	1	....	....
	do	" 7	54	31	85	17	102	150	86	64	....	....	1
	do	" 8	20	47	67	21	88	125	67	58	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.					
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		Macdiarmid.	Lumley.									
Elgin, West—Con..	Rodney ..... No. 1	39	47	86	31	117	150	86	64	....	....	....
	do ..... " 2	34	44	78	13	91	125	79	46	....	1	....
	West Lorne ..... No. 1	60	43	103	22	125	150	103	47	....	....	....
	do ..... " 2	44	35	79	19	98	125	79	46	....	....	....
	Dunwich ..... No. 1	73	65	138	37	175	200	139	61	1	....	....
	do ..... " 2	59	52	111	43	154	200	111	89	....	....	....
	do ..... " 3	23	43	66	26	92	125	66	59	....	....	....
	do ..... " 4	23	60	83	15	98	125	83	42	....	....	....
	do ..... " 5	22	87	109	23	132	175	109	66	....	....	....
	do ..... " 6	13	78	91	10	101	150	92	58	....	1	....
	do ..... " 7	37	61	98	23	121	150	98	52	....	....	....
	do ..... " 8	43	48	91	10	101	125	92	33	....	1	....
	Dutton ..... No. 1	103	93	196	49	245	275	197	78	1	....	....
	Southwold ..... No. 1	40	83	123	52	175	200	123	77	....	....	....
	do ..... " 2	24	46	70	10	80	100	70	30	....	....	....
	do ..... " 3	47	75	122	19	141	175	122	53	....	....	....
	do ..... " 4	57	72	129	23	152	175	129	46	....	....	....
	do ..... " 5	42	32	74	14	88	125	76	49	2	....	....
	do ..... " 6	89	61	150	63	213	250	151	99	1	....	....
	do ..... " 7	63	56	119	57	176	200	119	81	....	....	....
	do ..... " 8	32	77	109	50	159	175	109	66	....	....	....
	St. Thomas ..... No. 1	92	38	130	59	189	227	131	96	1	....	....
	do ..... " 2	166	76	242	146	388	425	247	178	4	1	....
	do ..... " 3	126	81	207	108	315	349	211	138	4	....	....
	do ..... " 4	185	111	296	178	474	525	300	225	4	....	....

ANDREW ALLAN INGRAM, Returning Officer.

do	" 5	167	61	228	106	334	375	228	147	....	....	....	....	
do	" 6	148	67	215	161	378	425	217	208	2	....	....	....	
do	" 7	110	56	166	103	269	299	166	133	....	....	....	....	
do	" 8	94	77	171	105	276	325	173	152	....	2	....	....	
do	" 9	66	58	124	133	257	300	127	173	2	1	....	....	
do	" 10	194	70	264	159	423	450	266	184	1	....	1	....	
do	" 11	115	77	192	143	336	375	195	180	3	....	....	....	
do	" 12	110	60	170	105	275	300	171	129	1	....	....	....	
do	" 13	226	115	341	202	543	575	341	234	....	....	....	....	
do	" 14	161	80	241	175	416	450	245	205	3	1	....	....	
do	" 15	35	16	51	30	81	125	51	74	....	....	....	....	
Totals		3,386	2,669	6,057	2,716	8,773	10,300	6,097	4,203	29	8	5		
Majority for Macdiarmid		717												

Denis Rocheleau, Returning Officer.

			Ducharme.	Poisson.										
Essex, North	Malden	No. 1	72	49	121	26	147	175	121	54	....	....	....	....
do		" 2	35	76	112	18	130	150	112	38	....	1	....	....
do		" 3	58	31	89	23	112	125	89	36	....	....	....	....
	Amherstburg	No. 1	56	79	137	82	219	225	137	88	2	....	....	....
do		" 2	34	91	125	113	238	250	125	125	....	....	....	....
do		" 3	79	59	139	96	335	250	139	111	1	....	....	....
	Anderdon	No. 1	25	54	80	66	146	150	80	70	1	....	....	....
do		" 2	21	31	52	13	66	100	51	48	....	....	....	....
do		" 3	35	55	90	69	159	150	90	60	....	....	....	....
do		" 4	55	37	92	33	125	150	92	58	....	....	....	....
	Sandwich, West	No. 1	19	15	34	85	119	150	34	116	....	....	....	....
do		" 2	63	36	101	42	143	200	101	99	1	1	....	....
do		" 3	36	51	87	82	169	200	87	113	....	....	....	....
do		" 4	53	28	83	104	187	200	83	117	2	....	....	....
do		" 5	103	41	146	76	222	249	146	103	2	....	....	....
do		" 6	38	11	49	15	64	100	49	51	....	....	....	....
	Sandwich South	No. 1	39	28	67	50	117	125	67	58	....	....	....	....
do		" 2	38	23	62	57	119	151	62	89	....	....	1	....
do		" 3	29	32	61	64	125	100	61	39	....	....	....	....
do		" 4	25	32	57	42	99	125	57	68	....	....	....	....
	Sandwich, East	No. 1	53	19	72	61	133	150	72	78	....	....	....	....
do		" 2	37	52	89	31	120	150	89	61	....	....	....	....
do		" 3	90	85	182	64	246	250	182	68	1	....	6	....
do		" 5	41	49	91	53	144	150	91	59	....	....	....	....
do		" 7	21	45	67	25	92	99	67	32	1	....	....	....
	Ojibway	No. 1	5	10	16	20	36	75	16	59	1	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

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		Ducharme.	Poisson.										
Essex, North—Con.	Ford City.....No. 1	128	58	189	177	366	376	189	187	3	....	....	....
	do ..... " 2	43	35	78	160	238	250	78	172	....	....	....	....
	Maidstone.....No. 1	62	59	122	61	182	200	122	78	1	....	....	....
	do ..... " 2	63	49	112	46	158	175	112	63	....	....	....	....
	do ..... " 3	54	40	97	55	152	176	97	79	2	1	....	....
	do ..... " 4	48	50	98	61	159	175	98	77	....	....	....	....
	do ..... " 5	35	41	79	89	168	200	79	121	3	....	....	....
	Belle River .....No. 1	96	41	138	31	169	200	138	62	1	....	....	....
	Rochester .....No. 1	66	21	88	38	126	125	88	37	1	....	....	....
	do ..... " 2	29	54	85	37	122	150	85	65	1	1	....	....
	do ..... " 3	96	23	121	31	152	176	121	49	2	....	....	....
	do ..... " 4	111	16	131	15	146	176	131	45	....	4	....	....
	Tilbury, West.....No. 1	90	57	147	84	231	225	147	78	....	....	....	....
	do ..... " 2	6	22	28	13	41	50	28	22	....	....	....	....
	do ..... " 3	11	7	18	15	33	50	18	32	....	....	....	....
	do ..... " 4	25	15	41	50	91	125	41	84	1	....	....	....
	do ..... " 5	26	7	33	8	41	50	33	17	....	....	....	....
	Tilbury, North.....No. 1	91	39	130	30	160	176	130	46	....	....	....	....
	do ..... " 2	37	7	45	9	54	75	45	30	....	1	....	....
	do ..... " 3	35	17	52	43	95	125	52	73	....	....	....	....
	do ..... " 4	60	8	68	36	104	125	68	57	....	....	....	....
	do ..... " 5	59	6	65	16	81	125	65	60	....	....	....	....
	Totals.....	2,421	1,791	4,265	2,515	6,793	7,704	4,365	3,436	27	9	7	....
	Majority for Ducharme.....	640											

WALTER H. NOBLE, Returning Officer.

			Anderson.	Wigle.									
Essex, South	Mersea	No. 1	72	92	164	90	254	250	166	84	1	1	....	....
	do	" 2	21	39	60	15	75	75	62	13	2	....	....	....
	do	" 3	46	26	72	15	87	100	72	28	....	....	....	....
	do	" 4	24	36	60	11	71	75	60	15	....	....	....	....
	do	" 5	59	15	74	14	88	100	74	26	....	....	....	....
	do	" 6	60	42	102	19	121	125	102	23	....	....	....	....
	do	" 7	68	23	91	27	118	125	91	34	....	....	....	....
	do	" 8	88	84	172	36	208	200	172	28	....	....	....	....
	do	" 9	25	19	44	30	74	75	44	31	....	....	....	....
	Gosfield, South	No. 1	30	30	60	13	73	75	61	14	1	....	....	....
	do do	" 2	71	98	169	41	210	250	170	80	1	....	....	....
	do do	" 3	69	51	120	19	139	150	120	30	....	....	....	....
	do do	" 4	36	52	88	20	108	150	88	62	....	....	....	....
	do do	" 5	32	61	93	9	102	150	94	56	....	1	....	....
	do North	No. 1	23	18	41	14	55	75	41	34	....	....	....	....
	do do	" 2	57	51	108	33	141	150	108	42	....	....	....	....
	do do	" 3	86	72	158	37	195	200	158	42	....	....	....	....
	do do	" 4	74	59	133	29	162	175	135	40	1	1	....	....
	do do	" 5	21	38	59	10	69	75	59	16	....	....	....	....
	Colchester South	No. 1	56	104	160	41	201	200	162	38	2	....	....	....
	do do	" 2	79	57	136	40	176	175	136	39	....	....	....	....
	do do	" 3	83	85	168	57	225	250	169	81	1	....	....	....
	do do	" 4	60	96	156	45	201	200	161	42	....	2	....	....
	Kingsville	No. 1	54	57	111	24	135	150	111	39	....	....	....	....
	do	" 2	78	74	152	29	181	200	152	48	....	....	....	....
	do	" 3	42	52	94	26	120	125	95	30	1	....	....	....
	Colchester North	No. 1	101	108	209	81	290	300	210	90	1	....	....	....
	do do	" 2	32	64	96	23	119	125	99	26	3	....	....	....
	do do	" 3	38	48	86	34	120	125	86	39	....	....	....	....
	Pelee Island		67	88	155	80	235	250	157	93	2	....	....	....
	Leamington	No. 1	40	49	89	16	105	100	90	10	....	1	....	....
	do	" 2	79	75	154	50	204	200	154	46	....	....	....	....
	do	" 3	85	53	138	35	173	175	138	37	....	....	....	....
	do	" 4	48	49	97	23	120	125	98	27	1	....	....	....
	do	" 5	102	81	183	74	257	250	183	67	....	....	....	....
	Essex	No. 1	44	47	91	16	107	125	92	33	1	....	....	....
	do	" 2	46	64	110	33	143	150	111	39	....	1	....	....
	do	" 3	67	39	106	29	135	150	106	44	....	....	....	....
	Totals		2,163	2,196	4,359	1,238	5,597	5,950	4,384	1,566	18	7	....	....
	Majority for Wigle		....	33										

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Jarvis. / Hogarth.										
Fort William.....	Fort William.....No. 1	40 / 107	151	88	227	250	151	99	4	....	....	....
	do ..... " 2A-M	46 / 87	138	101	240	250	138	112	5	....	....	....
	do ..... " 2 N-Z	16 / 41	59	52	108	125	60	65	2	....	1	....
	do ..... " 3A-M	69 / 55	158	147	303	325	158	167	32	2	....	....
	do ..... " 3 N-Z	34 / 30	88	201	287	300	88	212	24	....	....	....
	do ..... " 4A-M	105 / 63	173	124	296	300	173	127	5	....	1	....
	do ..... " 4 N-Z	37 / 20	62	55	117	125	62	63	5	....	....	....
	do ..... " 5A-M	101 / 82	185	101	283	300	185	115	2	....	....	....
	do ..... " 5 N-Z	51 / 41	94	60	154	175	94	81	13	....	....	....
	do ..... " 6A-M	128 / 73	208	10	218	225	208	17	1	....	....	....
	do ..... " 6 N-Z	69 / 30	100	60	160	175	100	75	1	....	....	....
	do ..... " 7	119 / 65	185	114	297	300	185	115	1	....	....	....
	do ..... " 8	113 / 98	217	98	313	325	219	106	6	2	....	....
	do ..... " 9	86 / 107	194	66	257	275	194	81	1	....	....	....
	do ..... " 10A-M	70 / 64	135	73	206	226	135	91	1	....	....	....
	do ..... " 10 N-Z	55 / 32	88	33	121	125	88	37	1	....	....	....
	do ..... " 11A-M	116 / 82	203	126	327	350	204	146	5	1	....	....
	do ..... " 11 N-Z	58 / 45	104	63	166	200	104	96	1	....	....	....
	do ..... " 12	76 / 45	124	66	186	200	124	76	3	....	....	....
	do ..... " 13	100 / 60	162	87	248	250	163	87	2	1	....	....
	do ..... " 14	19 / 13	35	45	78	100	35	65	3	....	....	....
	do ..... " 15	44 / 49	98	55	150	150	98	52	5	....	....	....
	do ..... " 16A-M	90 / 65	158	80	238	250	158	92	....	....	3	....
	do ..... " 16 N-Z	48 / 32	80	55	135	150	80	70	....	....	....	....
	do ..... " 17A-M	87 / 82	171	88	258	275	172	103	2	1	....	....

GEORGE A. EOLL, Returning Officer.

do	" 17 N-Z	41	22	63	50	113	124	63	61	....	....	....	....
do	" 18	71	91	184	96	277	300	185	115	22	1	....	....
do	" 19A	52	38	90	101	225	150	90	60	....	....	....	....
do	" 19B	20	14	34	.....	.....	150	34	116	....	....	....	....
do	" 20	49	25	76	48	124	145	76	69	1	1	....	....
do	" 21A	17	5	22	15	37	45	22	23	....	....	....	....
do	" 21B	16	18	34	31	65	75	34	41	....	....	....	....
do	" 21C	17	29	47	41	88	100	47	53	1	....	1	....
do	" 22	10	10	20	35	55	59	20	39	....	....	....	....
do	" 23	12	4	16	20	35	40	16	24	....	....	....	....
do	" 24	7	6	14	27	40	50	14	36	1	....	....	....
do	" 25	13	4	18	26	44	50	18	32	1	....	....	....
do	" 26	2	2	4	3	4	10	4	6	....	....	....	....
do	" 27	1	3	4	9	11	15	5	10	....	1	....	....
do	" 28	7	6	14	48	58	75	14	61	1	....	....	....
do	" 29	32	24	57	24	124	130	57	73	1	....	....	....
do	" 30	23	33	56	31	86	100	57	44	....	....	....	....
do	" 31	8	11	19	2	21	25	19	6	....	....	....	....
do	" 32	11	2	13	21	34	30	13	17	....	....	....	....
do	" 33	12	7	19	13	30	40	19	21	....	....	....	....
do	" 34	23	14	37	13	51	54	39	15	1	1	....	....
do	" 35	12	15	27	11	37	40	27	13	....	....	....	....
do	" 36	10	5	15	30	44	50	15	35	....	....	....	....
do	" 37	6	7	13	15	26	40	13	27	....	....	....	....
do	" 38	3	4	7	4	10	15	7	8	....	....	....	....
do	" 39	3	1	4	1	4	15	5	10	....	....	1	....
do	" 40	25	5	30	20	49	55	31	24	....	1	....	....
do	" 41	6	0	6	8	13	20	6	14	....	....	....	....
do	" 42	4	0	4	8	16	20	9	11	5	....	....	....
do	" 43	3	3	6	3	7	10	6	4	....	....	....	....
do	" 44	10	.....	10	16	25	30	10	20	....	....	....	....
do	" 45	2	1	4	15	18	26	4	22	....	1	....	....
do	" 46	7	.....	7	.....	6	10	7	3	....	....	....	....
do	" 47	1	1	2	5	6	10	2	8	....	....	....	....
do	" 48	3	.....	3	5	7	10	3	7	....	....	....	....
do	" 49	3	1	4	4	7	15	4	11	....	....	....	....
do	" 50	6	.....	6	11	14	25	6	19	....	....	....	....
do	" 51	7	1	8	9	15	25	8	17	....	....	....	....
do	" 52	46	22	68	36	102	115	68	47	....	....	....	....
do	" 53	7	.....	7	2	8	15	7	8	....	....	....	....
Totals		2,385	1,902	4,448	2,905	7,309	8,039	4,459	3,580	153	13	7	....
Majority for Jarvis		483											

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Rankin.	Spankie.										
Frontenac	Bedford ..... No. 1	76	46	122	55	177	200	124	76	2	....	....	....
	do ..... " 2	29	2	31	27	58	75	31	44	....	....	....	....
	do ..... " 3	32	5	37	10	47	50	37	13	....	....	....	....
	do ..... " 4	9	51	60	30	90	100	60	39	1	....	....	....
	Loughboro ..... No. 1	66	89	155	69	224	250	156	94	1	....	....	....
	do ..... " 2	24	28	52	25	77	100	52	48	....	....	....	....
	do ..... " 3	15	20	35	25	60	75	36	39	1	....	....	....
	do ..... " 4	53	44	97	57	154	175	98	77	1	....	....	....
	do ..... " 5	23	2	25	22	47	50	26	24	1	....	....	....
	do ..... " 6	8	30	38	10	48	50	38	12	....	....	....	....
	Portland ..... No. 1	37	21	58	31	89	100	59	41	....	1	....	....
	do ..... " 2	79	41	120	48	168	175	121	54	1	....	....	....
	do ..... " 3	63	15	78	41	119	125	78	47	....	....	....	....
	do ..... " 4	41	11	52	19	71	75	52	23	....	....	....	....
	do ..... " 5	56	46	102	72	174	200	102	98	....	....	....	....
	do ..... " 6	30	18	48	55	103	125	48	77	....	....	....	....
	Storrington ..... No. 1	67	45	112	88	200	125	112	13	....	....	....	....
	do ..... " 2	79	44	123	89	212	225	124	101	1	....	....	....
	do ..... " 3	68	60	128	80	208	225	128	97	....	....	....	....
	do ..... " 4	4	7	11	17	28	50	11	39	....	....	....	....
	Kingston ..... No. 1	96	21	117	69	186	200	117	83	....	....	....	....
	do ..... " 2	111	35	146	99	245	250	147	104	1	....	....	....
	do ..... " 3	49	44	93	30	123	125	93	32	....	....	....	....
	do ..... " 4	38	34	72	21	93	100	72	28	....	....	....	....
	do ..... " 5	48	32	80	59	139	150	80	70	....	....	....	....

JOHN A. KENNEDY, Returning Officer.

	do ..... " 6	8	19	27	16	43	50	27	23	....	....	....	....
	do ..... " 7	5	9	14	16	30	50	14	36	....	....	....	....
	do ..... " 8	27	34	63	13	76	100	63	37	....	....	2	....
	Wolfe Island .....No. 1	20	67	87	25	112	125	88	37	....	1	....	....
	do ..... " 2	33	85	118	29	147	150	118	32	....	....	....	....
	do ..... " 3	20	48	68	9	87	100	68	32	....	....	....	....
	do ..... " 4	11	24	35	5	40	50	35	15	....	....	....	....
	do ..... " 5	13	25	38	10	48	50	38	12	....	....	....	....
	Pittsburgh .....No. 1	64	33	97	49	146	150	97	53	....	....	....	....
	do ..... " 2	44	30	74	47	121	125	74	51	....	....	....	....
	do ..... " 3	63	26	89	52	141	150	89	61	....	....	....	....
	do ..... " 4	43	24	67	56	123	125	67	58	....	....	....	....
	do ..... " 5	60	28	88	75	163	175	90	85	....	2	....	....
	Howe Island	8	41	49	1	89	100	49	50	....	....	....	....
	Garden Island.....	3	20	23	27	50	75	23	27	....	....	....	....
	Totals.....	1,623	1,304	2,927	1,629	4,556	4,950	2,943	2,007	10	4	2	....
	Majority for Rankin	319											

Glengarry: Hugh Munro, by Acclamation. JAMES ALEXANDER BROWN MCLENNAN, Returning Officer.

			Evanson.	Ferguson.										
Grenville	Prescott.....No. 1	135	72	207	85	292	300	207	89	4	....	....	....
	do ..... " 2	118	41	159	80	239	249	159	88	....	2	....	....
	do ..... " 3	131	76	207	67	274	274	207	62	....	4	....	1
	Merrickville.....No. 1	24	76	100	19	119	125	100	23	1	1	....	....
	do ..... " 2	24	78	102	33	135	150	102	46	2	....	....	....
	Cardinal .....No. 1	56	84	140	11	151	175	140	33	2	....	....	....
	do ..... " 2	52	75	127	78	205	200	127	67	2	4	....	....
	Kemptville.....No. 1	44	91	135	31	166	175	135	40	....	....	....	....
	do ..... " 2	13	88	101	33	134	150	101	48	....	....	1	....
	South Gower.....No. 1	30	54	84	27	111	125	84	40	1	....	....	....
	do ..... " 2	24	47	71	42	113	125	71	52	2	....	....	....
	Wolford.....No. 1	17	43	60	28	88	100	60	40	....	....	....	....
	do ..... " 2	16	36	52	26	78	100	52	48	....	....	....	....
	do ..... " 3	28	82	110	65	175	175	110	64	....	....	1	....
	do ..... " 4	10	51	61	29	90	100	61	39	....	....	....	....
	Oxford .....No. 1	33	52	85	44	129	150	85	65	....	....	....	....
	do ..... " 2	11	41	52	23	75	75	52	23	....	....	....	....
	do ..... " 3	29	82	111	44	155	175	111	63	1	....	....	....
	do ..... " 4	39	60	99	47	146	150	99	51	....	....	....	....
	do ..... " 5	18	55	73	22	95	100	73	26	....	1	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914. *Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Evanson. Ferguson.										
Grenville—Con. ...	Oxford ..... No. 6	32 63	95	35	130	150	95	55	....	....	....	....
	do ..... " 7	9 82	91	51	142	150	91	59	....	....	....	....
	Edwardsburg ..... No. 1	47 51	98	35	133	150	98	51	....	....	1	....
	do ..... " 2	50 42	92	27	119	125	92	33	....	....	....	....
	do ..... " 3	30 41	71	34	105	125	71	54	....	....	....	....
	do ..... " 4	57 58	115	33	148	150	115	35	....	....	....	....
	do ..... " 5	58 39	97	18	115	125	97	27	1	....	....	....
	do ..... " 6	41 29	70	23	93	100	70	29	1	....	....	....
	do ..... " 7	37 50	87	23	110	125	87	37	1	....	....	....
	do ..... " 8	26 38	64	11	75	75	64	11	....	....	....	....
	do ..... " 9	14 26	40	11	51	50	40	10	....	....	....	....
	Augusta ..... No. 1	64 15	79	55	134	150	79	69	2	....	....	....
	do ..... " 2	67 6	73	34	107	125	73	51	1	....	....	....
	do ..... " 3	46 19	65	35	100	100	65	35	....	....	....	....
	do ..... " 4	26 21	47	30	77	75	47	28	....	....	....	....
	do ..... " 5	28 47	75	25	100	100	75	24	1	....	....	....
	do ..... " 6	21 41	62	51	113	125	62	63	....	....	....	....
	do ..... " 7	33 35	68	36	104	125	68	55	2	....	....	....
	do ..... " 8	37 26	63	38	101	100	63	37	....	....	....	....
	do ..... " 9	22 49	71	41	112	125	41	53	1	....	....	....
	do ..... " 10	11 20	31	8	39	50	31	19	....	....	....	....
	Totals	1,608 2,082	3,690	1,488	5,177	5,573	3,690	1,842	25	12	3	1
	Majority for Ferguson	474										

JAMES BENNETT, Returning Officer.

				Albery.	Lucas.											
Grey, Centre	Euphrasia Tp.	No.	1	7	30	37	47	84	100	38	62	1	....	....	....	....
	do	"	2	26	55	81	31	112	125	81	44	....	....	....	....	....
	do	"	3	9	29	38	11	49	55	39	16	1	....	....	....	....
	do	"	4	37	42	79	62	141	150	79	71	....	....	....	....	....
	do	"	5	29	75	104	41	135	151	104	47	....	....	....	....	....
	do	"	6	19	33	52	35	87	100	52	48	....	....	....	....	....
	do	"	7	15	60	75	57	132	150	75	75	....	....	....	....	....
	do	"	8	28	77	105	50	155	174	105	69	....	....	....	....	....
	do	"	9	40	26	66	22	88	100	66	34	....	....	....	....	....
	Holland Tp.	No.	1	30	29	59	60	119	126	59	67	....	....	....	....	....
	do	"	2	44	64	108	42	150	176	109	67	1	....	....	....	....
	do	"	3	20	109	129	55	184	202	129	73	....	....	....	....	....
	do	"	4	28	44	72	84	156	175	72	103	....	....	....	....	....
	do	"	5	22	81	103	29	132	150	104	46	....	1	....	....	....
	do	"	6	29	38	67	25	92	99	67	32	....	....	....	....	....
	Osprey Tp.	No.	1	14	29	43	41	84	99	43	56	....	....	....	....	....
	do	"	2	30	66	96	67	163	175	100	75	3	1	....	....	....
	do	"	3	43	81	124	52	176	200	126	74	2	....	....	....	....
	do	"	4	11	41	52	68	120	125	52	73	....	....	....	....	....
	do	"	5	32	33	65	36	101	105	65	40	....	....	....	....	....
	do	"	6	21	25	46	47	93	100	46	54	....	....	....	....	....
	do	"	7	26	39	65	48	113	124	65	59	....	....	....	....	....
	do	"	8	1	40	41	17	58	75	41	34	....	....	....	....	....
	St. Vincent Tp.	No.	1	24	36	60	39	99	104	60	44	....	....	....	....	....
	do	"	2	31	30	61	35	96	101	61	40	....	....	....	....	....
	do	"	3	31	50	81	42	123	125	81	44	....	....	....	....	....
	do	"	4	67	45	112	41	153	154	112	42	....	....	....	....	....
	do	"	5	25	29	54	34	88	100	54	46	....	....	....	....	....
	do	"	6	30	34	64	27	91	99	64	35	....	....	....	....	....
	do	"	7	41	19	60	54	114	127	60	67	....	....	....	....	....
	do	"	8	10	22	32	25	57	74	32	42	....	....	....	....	....
	do	"	9	15	26	41	39	80	102	41	61	....	....	....	....	....
	Collingwood Tp.	No.	1	5	11	16	14	30	50	16	34	....	....	....	....	....
	do	"	2	5	14	19	37	56	75	19	56	....	....	....	....	....
	do	"	3	6	13	19	20	39	51	19	32	....	....	....	....	....
	do	"	4	18	23	41	32	73	75	41	34	....	....	....	....	....
	do	"	5	19	24	43	15	58	75	43	32	....	....	....	....	....
	do	"	6	35	52	87	35	122	126	87	39	....	....	....	....	....
	do	"	7	25	22	47	12	59	75	47	28	....	....	....	....	....
	do	"	8	21	49	76	28	98	100	70	30	....	....	....	....	....
	do	"	9	44	44	88	16	104	126	88	38	....	....	....	....	....
	do	"	10	48	99	147	28	175	201	149	52	2	....	....	....	....
	do	"	11	17	10	27	11	38	50	27	23	....	....	....	....	....
	do	"	12	5	11	16	16	32	50	16	34	....	....	....	....	....

THOMAS SCOTT,
Returning Officer.

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Albery.	Lucas.										
Grey, Centre—Con.	Thornbury Town ..... No. 1	5	18	23	7	30	50	23	27	....	....	....	....
	do ..... " 2	26	53	79	25	104	125	79	46	....	....	....	....
	do ..... " 3	42	38	80	12	92	100	77	23	1	....	....	....
	Meaford Town ..... No. 1	29	44	73	45	118	124	69	55	....	....	....	....
	do ..... " 2	71	98	169	94	263	276	170	106	1	....	....	....
	do ..... " 3	65	61	126	58	184	201	126	75	....	....	....	....
	do ..... " 4	47	60	107	43	150	156	107	49	....	....	....	....
	do ..... " 5	49	50	99	47	146	152	99	53	....	....	....	....
	do ..... " 6	41	31	72	78	150	154	72	82	....	....	....	....
	Markdale Village ..... No. 1	49	142	191	44	235	253	192	61	1	....	....	....
	Totals	1,507	2,404	3,911	2,080	5,991	6,667	3,918	2,749	13	2	....	....
	Majority for Lucas		897										
		Cameron.	Rodger.										
Grey, North.....	Derby Tp..... No. 1	53	43	96	12	108	125	96	29	....	....	....	....
	do ..... " 2	51	75	126	11	137	150	126	24	....	....	....	....
	do ..... " 3	53	54	107	14	121	125	107	18	....	....	....	....
	do ..... " 4	49	50	99	21	120	125	99	26	....	....	....	....
	Keppel Tp..... No. 1	23	31	54	10	64	75	54	21	....	....	....	....
	do ..... " 2	27	47	74	22	96	100	74	26	....	....	....	....
	do ..... " 3	35	29	64	15	79	100	64	36	....	....	....	....
	do ..... " 4	56	22	78	35	113	125	78	47	....	....	....	....

do	"	5	49	19	68	16	84	100	68	32	....	....	....	....
do	"	6	43	52	95	29	124	125	95	30	....	....	....	....
do	"	7	43	49	92	16	108	125	92	33	....	....	....	....
do	"	8	26	40	66	28	94	100	66	32	2	....	....	....
Sarawak Tp.	Nos. 1 and 2		26	21	47	32	79	100	47	52	....	....	1	....
do	No. 3		18	24	42	13	55	75	42	33	....	....	....	....
do	"	4	39	17	56	11	67	75	56	19	....	....	....	....
Sullivan Tp.	No. 1		59	50	109	35	144	150	109	39	2	....	....	....
do	"	2	45	40	85	85	170	175	85	90	....	....	....	....
do	"	3	74	38	112	53	165	175	112	62	....	1	....	....
do	"	4	41	58	99	67	166	175	99	75	1	....	....	....
do	"	5	131	43	174	57	231	250	174	76	....	....	....	....
Sydenham Tp.	No. 1		31	42	73	22	95	100	73	27	....	....	....	....
do	"	2	57	37	94	32	126	150	94	56	....	....	....	....
do	"	3	30	30	60	14	74	75	60	15	....	....	....	....
do	"	4	19	30	49	15	64	75	49	26	....	....	....	....
do	"	5	20	38	58	28	86	100	58	41	1	....	....	....
do	"	6	59	47	106	44	150	150	106	43	1	....	....	....
do	"	7	26	27	53	36	89	100	53	47	....	....	....	....
do	"	8	13	65	78	11	89	100	78	22	....	....	....	....
do	"	9	24	18	42	6	48	50	42	8	....	....	....	....
do	"	10	15	28	43	22	65	75	43	32	....	....	....	....
Owen Sound, Tn.	No. 1		53	18	71	68	139	150	71	78	....	....	1	....
do	"	2	58	49	107	30	137	150	107	43	....	....	....	....
do	"	3	47	58	105	62	167	175	105	66	4	....	....	....
do	"	4	48	25	73	55	128	150	73	76	1	....	....	....
do	"	5	77	21	98	50	148	150	98	51	1	....	....	....
do	"	6	34	13	47	31	78	100	47	53	....	....	....	....
do	"	7	68	28	96	58	154	175	96	79	....	....	....	....
do	"	8	80	20	100	46	146	150	100	47	....	2	1	....
do	"	9	90	38	128	68	196	200	128	71	1	....	....	....
do	"	10	55	30	85	53	138	150	85	63	2	....	....	....
do	"	11	28	45	73	39	112	125	73	52	....	....	....	....
do	"	12	56	61	117	79	196	200	117	83	....	....	....	....
do	"	13	49	41	90	41	131	150	90	60	....	....	....	....
do	"	14	17	16	33	27	60	75	33	42	....	....	....	....
do	"	15	55	34	89	39	128	150	89	61	....	....	....	....
do	"	16	91	40	131	36	167	175	131	44	....	....	....	....
do	"	17	59	37	96	54	150	150	96	53	1	....	....	....
do	"	18	65	45	110	33	143	150	110	40	....	....	....	....
do	"	19	49	41	90	34	124	125	90	35	....	....	....	....
do	"	20	31	21	52	69	121	125	52	73	....	....	....	....
do	"	21	39	22	61	43	104	125	61	63	1	....	....	....
do	"	22	44	38	82	39	121	125	82	41	1	1	....	....
do	"	23	48	28	76	19	95	100	76	24	....	....	....	....

DAVID RUTHERFORD,
Returning Officer.

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Cameron.	Rodger.									
Grey, North—Con..	Owen Sound ..... No. 24		35	37	72	59	131	150	72	78	....	....	....
	do ..... " 25		35	40	75	26	101	125	75	50	....	....	....
	do ..... " 26		48	38	86	40	126	150	86	64	....	....	....
	do ..... " 27		38	24	62	34	96	100	62	38	....	....	....
	do ..... " 28		28	42	70	33	103	125	70	55	....	....	....
	do ..... " 29		64	51	115	41	156	175	115	59	1	....	....
	do ..... " 30		57	24	81	53	134	150	81	69	....	....	....
	do ..... " 31		45	23	68	141	209	100	68	31	1	....	....
	Chatsworth Village.....		40	32	72	27	99	100	72	28	....	....	....
	Shallow Lake Village.....		77	22	99	18	117	125	99	26	....	....	....
	Totals.....		2,943	2,266	5,209	2,357	7,566	8,150	5,209	2,913	19	6	3 ....
	Majority for Cameron.....		677										
			Jamieson.	Ramage.									
Grey, South.....	Normanby ..... No. 1		66	35	101	74	175	200	101	97	....	2	....
	do ..... " 2		154	32	186	61	247	275	186	88	1	....	....
	do ..... " 3		66	12	78	43	121	150	78	72	....	....	....
	do ..... " 4		55	21	76	36	112	125	76	48	1	....	....
	do ..... " 5		59	23	72	23	95	100	72	28	....	....	....
	do ..... " 6		19	21	40	26	66	75	40	35	....	....	....
	do ..... " 7		60	16	76	50	126	150	76	74	....	....	....
	Glenelg ..... No. 1		75	33	108	31	139	150	108	42	....	....	....
	do ..... " 2		35	54	89	21	110	150	89	61	....	....	....
	do ..... " 3		46	33	79	44	123	150	79	71	....	....	....

do	"	4	38	25	63	33	96	125	63	62	....	....	....	....
do	"	5	62	30	92	39	131	150	92	58	....	....	....	....
Artemesia	No.	1	40	16	56	37	93	125	56	67	2	....	....	....
do	"	2	33	20	53	26	79	100	53	47	....	....	....	....
do	"	3	44	11	55	20	75	100	55	45	....	....	....	....
do	"	4	47	38	85	28	113	125	85	40	....	....	....	....
do	"	5	28	60	88	52	140	150	88	62	....	....	....	....
do	"	6	30	28	58	15	73	100	58	42	....	....	....	....
do	"	7	64	33	97	60	157	175	97	78	....	....	....	....
do	"	8	47	4	51	25	76	100	51	49	....	....	....	....
Bentinck	No.	1	24	24	48	22	70	75	48	27	....	....	....	....
do	"	2	33	29	62	24	86	100	62	37	1	....	....	....
do	"	3	51	16	67	21	88	100	67	31	2	....	....	....
do	"	4	79	31	110	46	156	175	110	64	1	....	....	....
do	"	5	52	15	67	36	103	125	67	57	....	1	....	....
do	"	6	76	34	110	34	144	150	110	40	....	....	....	....
do	"	7	64	34	98	35	133	150	98	51	....	1	....	....
do	"	8	31	40	71	29	100	125	71	54	....	....	....	....
Hanover	No.	1	103	76	179	127	306	325	179	143	3	....	....	....
do	"	2	120	90	210	115	325	350	210	136	3	1	....	....
do	"	3	163	80	243	115	358	375	243	130	1	1	....	....
Proton	No.	1	42	30	72	52	124	125	72	53	....	....	....	....
do	"	2	34	78	112	49	161	175	112	63	....	....	....	....
do	"	3	46	50	96	64	160	175	96	79	....	....	....	....
do	"	4	25	36	61	27	88	100	61	39	....	....	....	....
do	"	5	46	16	62	28	90	100	62	37	....	1	....	....
do	"	6	17	34	51	43	94	100	51	49	....	....	....	....
do	"	7	24	20	44	52	96	100	44	54	1	....	1	....
do	"	8	30	6	36	13	49	50	36	14	....	....	....	....
Neustadt			54	48	102	43	145	175	102	73	....	....	....	....
Flesherton			58	26	84	33	117	125	84	41	....	....	....	....
Village of Dundalk			75	49	124	45	169	175	124	50	....	....	1	....
Durham	No.	1	60	40	100	33	133	150	100	50	....	....	....	....
do	"	2	83	32	115	21	136	150	115	34	1	....	....	....
do	"	3	120	55	175	32	207	250	175	74	....	....	1	....
Egremont	No.	1	73	24	97	32	129	150	97	53	....	....	....	....
do	"	2	39	47	86	46	132	150	86	64	....	....	....	....
do	"	3	60	69	129	35	164	175	129	46	....	....	....	....
do	"	4	40	61	101	27	128	150	101	49	....	....	....	....
do	"	5	41	61	102	44	146	150	102	48	....	....	....	....
do	"	6	45	53	98	31	129	150	98	52	....	....	....	....
Totals			2,866	1,849	4,715	2,098	6,813	7,700	4,715	2,958	17	7	3	....
Majority for Jamieson			1,017											

WILLIAM B. VOLLETT,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Gibson.	Jaques.									
Haldimand	Caledonia .....No. 1	54	72	127	32	159	200	127	73	1	....	....
	do ..... " 2	37	82	119	13	133	150	120	30	....	....	1
	Cayuga .....No. 1	93	72	165	32	197	225	165	60	....	....	....
	Canboro .....No. 1	58	48	107	11	118	150	107	43	1	....	....
	do ..... " 2	40	27	67	16	83	100	67	33	....	....	....
	do ..... " 3	37	23	60	16	76	100	60	40	....	....	....
	North Cayuga .....No. 1	66	17	84	15	99	125	85	40	1	1	....
	do ..... " 2	34	20	54	12	66	100	54	46	....	....	....
	do ..... " 3	31	14	45	7	52	75	45	30	....	....	....
	do ..... " 4	43	54	97	10	107	125	97	28	....	....	....
	do ..... " 5	60	36	96	13	109	125	96	29	....	....	....
	South Cayuga .....No. 1	83	71	154	32	186	200	155	45	....	1	....
	Dunnville .....No. 1	58	140	199	44	243	275	199	76	1	....	....
	do ..... " 2	47	150	201	64	265	275	201	74	4	....	....
	do ..... " 3	43	148	191	55	246	275	193	82	....	2	....
	do ..... " 4	62	106	168	37	205	225	170	55	....	1	1
	Dunn .....No. 1	21	94	117	26	143	150	118	32	2	1	....
	do ..... " 2	37	57	94	14	108	125	94	31	....	....	....
	Hagersville .....No. 1	75	71	146	26	172	200	147	53	....	1	....
	do ..... " 2	41	53	94	16	110	125	94	31	....	....	....
	Jarvis .....No. 1	50	76	126	34	160	176	126	50	....	....	....
	Moulton .....No. 1	34	46	80	16	96	125	80	45	....	....	....
	do ..... " 2	42	68	110	44	154	175	111	64	....	1	....
	do ..... " 3	7	30	37	28	65	75	37	38	....	....	....
	do ..... " 4	44	59	104	21	125	150	105	45	1	....	....
	do ..... " 5	40	44	84	19	103	125	84	41	....	....	....

HENRY T. J. GARDINER, Returning Officer.

Oneida	No.	1	60	29	89	18	107	125	91	34	....	....	1	....
do	"	2	29	36	65	6	71	75	65	10	....	....	....	....
do	"	3	60	25	85	12	97	125	85	40	....	....	....	....
do	"	4	31	53	84	18	102	125	84	41	....	....	....	....
do	"	5	22	22	44	9	53	75	45	30	....	1	....	....
Rainham	No.	1	74	57	132	23	155	175	132	43	1	....	....	....
do	"	2	55	107	163	42	205	225	164	62	1	....	....	....
do	"	3	92	42	135	32	167	200	135	65	1	....	....	....
Seneca	No.	1	52	32	84	39	123	150	84	66	....	....	....	....
do	"	2	36	6	42	15	47	75	42	33	....	....	....	....
do	"	3	45	58	105	35	140	150	105	45	2	....	....	....
do	"	4	43	41	84	27	111	125	84	40	....	....	....	....
do	"	5	67	61	128	38	166	200	129	70	....	....	1	....
Sherbrooke	No.	1	19	52	71	35	106	125	74	51	....	2	1	....
Walpole	No.	1	48	71	120	24	144	175	120	55	1	....	....	....
do	"	2	73	54	127	34	161	175	128	47	....	1	....	....
do	"	3	55	44	99	9	108	125	99	26	....	....	....	....
do	"	4	72	60	132	22	154	175	132	43	....	....	....	....
do	"	5	28	24	52	9	61	75	52	23	....	....	....	....
do	"	6	66	41	108	35	143	175	108	67	1	....	....	....
do	"	7	59	74	134	25	159	175	134	41	1	....	....	....
do	"	8	62	25	87	25	112	150	87	63	....	....	....	....
Totals			2,385	2,692	5,096	1,186	6,282	7,325	5,116	2,209	19	12	5	....
Majority for Jaques				307										

				Fisher.	Nixon.									
Halton	Esquesing	No.	1	79	82	161	30	191	200	162	31	1	....	....	....
	do	"	2	74	89	163	36	199	225	163	62	....	....	....	....
	do	"	3	64	66	130	29	159	175	130	45	....	....	....	....
	do	"	4	71	37	108	30	138	150	108	42	....	....	....	....
	do	"	5	49	76	125	49	174	200	127	73	2	....	....	....
	do	"	6	45	129	174	59	233	250	175	75	....	....	1	....
	Trafalgar	No.	1	94	66	160	44	204	225	162	63	2	....	....	....
	do	"	2	63	87	150	45	194	200	152	48	2	....	....	....
	do	"	3	52	30	82	28	110	125	82	43	....	....	....	....
	do	"	4	58	50	108	49	157	175	109	66	1	....	....	....
	do	"	5	49	58	107	25	132	150	107	43	....	....	....	....
	do	"	6	75	96	171	48	219	225	172	53	1	....	....	....
	do	"	7	49	22	71	58	129	150	71	79	....	....	....	....
	Nelson	No.	1	94	50	144	58	202	225	147	78	2	1	....	....
	do	"	2	66	68	134	28	162	175	134	41	....	....	....	....
	do	"	3	50	38	88	30	118	125	88	37	....	....	....	....

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Fisher.	Nixon.									
Halton—Con.....	Nelson .....No. 4		49	45	94	34	128	150	98	52	....	....	....
	do ..... " 5		36	26	62	28	90	100	62	38	....	....	....
	do ..... " 6		36	39	75	22	97	125	75	50	....	....	....
	do ..... " 7		28	31	59	22	81	100	61	39	2	....	....
	Nassagaweya .....No. 1		90	105	195	61	256	275	197	78	....	2	....
	do ..... " 2		76	82	158	39	197	225	159	66	1	....	....
	do ..... " 3		114	27	141	33	174	200	143	57	2	....	....
	Milton East Ward		29	75	104	34	138	150	104	46	....	....	....
	do North do		52	80	132	61	193	200	135	65	....	2	1
	do South do		77	91	168	62	230	250	169	81	1	....	....
	Acton Ward .....No. 1		61	72	133	37	170	175	134	41	....	1	....
	do ..... " 2		80	125	205	63	268	275	206	69	1	....	....
	Georgetown Ward .....No. 1		72	116	188	46	234	250	188	62	....	....	....
	do ..... " 2		70	136	206	57	263	275	207	68	1	....	....
	Burlington Ward .....No. 1		66	89	155	63	218	225	157	68	2	....	....
	do ..... " 2		69	105	174	48	222	250	178	72	4	....	....
	do ..... " 3		43	82	125	45	170	200	128	72	2	1	....
	Oakville Ward .....No. 1		83	87	170	119	289	300	174	126	4	....	....
	do ..... " 2		63	95	158	87	245	275	160	115	1	1	....
	do ..... " 3		131	124	255	120	375	400	255	145	....	....	....
	Totals		2,357	2,676	5,033	1,726	6,759	7,375	5,079	2,296	32	8	2 ....
	Majority for Nixon			319									

RICHARD L. HEMSTREET, Returning Officer.

			Jutten.	Studholme.											
Hamilton, East	Division	No. 1	27	39	71	52	123	150	71	79	4	....	1	....	
	do	" 2	41	68	110	70	180	200	110	90	....	1	....	....	
	do	" 3	53	100	153	104	257	300	153	147	....	....	....	....	
	do	" 4	42	64	107	48	155	200	107	93	1	....	....	....	
	do	" 5	43	60	103	39	142	150	103	47	....	....	....	....	
	do	" 6	38	67	106	56	162	200	106	94	....	1	....	....	
	do	" 7	53	51	104	59	163	200	104	96	....	....	....	....	
	do	" 8	39	43	82	53	135	150	82	68	....	....	....	....	
	do	" 9	22	38	61	30	91	100	61	39	....	1	....	....	
	do	" 10	32	26	59	36	95	100	59	41	1	....	....	....	
	do	" 11	49	70	121	69	190	200	121	79	2	....	....	....	
	do	" 12	39	40	80	23	103	150	80	70	1	....	....	....	
	do	" 13	54	81	136	53	189	200	136	64	1	....	....	....	
	do	" 14	61	73	135	68	203	250	135	115	....	1	....	....	
	do	" 15	62	53	118	84	202	250	118	132	3	....	....	....	
	do	" 16	47	79	127	61	188	200	127	73	1	....	....	....	
	do	" 17	49	63	113	68	181	200	113	87	....	....	1	....	
	do	" 18	45	45	92	54	146	150	92	58	2	....	....	....	
	do	" 19	59	84	143	64	207	250	143	107	....	....	....	....	
	do	" 20	81	40	124	43	167	200	124	76	3	....	....	....	
	do	" 21	56	44	101	63	164	200	101	99	1	....	....	....	
	do	" 67	36	24	64	34	98	100	64	36	4	....	....	....	
	do	" 68	49	42	91	58	149	150	91	59	....	....	....	....	
	do	" 69	58	54	113	93	206	250	113	137	1	....	....	....	
	do	" 70	79	67	147	81	228	250	147	103	1	....	....	....	
	do	" 71	54	52	107	50	157	200	107	93	....	....	1	....	
	do	" 72	51	48	99	71	170	200	99	101	....	....	....	....	
	do	" 73	43	72	115	59	174	200	115	85	....	....	....	....	
	do	" 74	45	83	128	47	175	200	128	72	....	....	....	....	
	do	" 75	34	37	71	41	112	150	71	79	....	....	....	....	
	do	" 76	61	79	140	93	233	250	140	110	....	....	....	....	
	do	" 77	62	88	152	72	224	250	152	98	2	....	....	....	
	do	" 78	56	93	156	97	253	300	156	144	3	4	....	....	
	do	" 79	41	68	114	80	194	200	114	86	....	5	....	....	
	do	" 80	66	73	141	69	210	250	141	109	....	....	2	....	
	do	" 81	70	93	164	76	240	250	164	86	1	....	....	....	
	do	" 82	63	60	124	82	206	250	124	126	1	....	....	....	
	do	" 83	38	46	86	39	125	150	86	64	....	2	....	....	
	do	" 84	49	71	120	53	173	200	120	80	....	....	....	....	
	do	" 85	45	77	125	66	191	200	125	75	....	3	....	....	
	do	" 86	67	105	176	89	265	300	176	124	4	....	....	....	
	do	" 87	55	74	129	86	215	200	129	71	....	....	....	....	
	do	" 88	61	59	129	31	160	200	129	71	....	9	....	....	
	do	" 89	71	101	173	72	245	250	173	77	....	....	1	....	

ROBERT C. PETTIGREW,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Jutten.	Studholme.										
Hamilton, E.—Con.	Division ..... No. 90	27	39	66	37	103	150	66	84	....	....	....	....
	do ..... " 91	51	56	108	66	174	200	108	92	....	....	1	....
	do ..... " 92	52	81	135	83	218	250	135	115	1	1	....	....
	do ..... " 93	25	45	72	67	139	150	72	78	2	....	....	....
	do ..... " 94	34	62	97	66	163	200	97	103	....	....	1	....
	do ..... " 95	70	62	132	107	239	250	132	118	....	....	....	....
	do ..... " 96	45	62	111	51	162	200	111	89	3	1	....	....
	do ..... " 97	58	70	130	100	230	250	130	120	....	....	2	....
	do ..... " 98	31	67	99	84	183	200	99	101	1	....	....	....
	do ..... " 99	30	44	78	21	99	100	78	22	4	....	....	....
	do ..... " 100	56	75	134	76	210	250	134	116	....	3	....	....
	do ..... " 101	47	61	110	64	174	200	110	90	2	....	....	....
	do ..... " 102	42	57	100	88	188	200	99	100	1	....	....	....
	do ..... " 103	25	59	85	55	140	150	85	65	....	1	....	....
	do ..... " 104	73	57	134	81	215	250	134	116	4	....	....	....
	do ..... " 105	51	51	104	131	235	250	104	146	....	2	....	....
	do A to M ..... " 106	49	80	132	108	240	250	132	118	2	....	1	....
	do N to Z ..... " 106	23	25	48	45	93	100	48	52	....	....	....	....
	do ..... " 107	45	85	132	102	234	250	132	118	....	....	2	....
	do ..... " 108	43	105	152	96	248	250	152	98	4	....	....	....
	do ..... " 109	42	59	102	103	205	250	102	148	1	....	....	....
	do ..... " 110	44	39	87	62	149	200	87	63	1	3	....	....
	do ..... " 111	36	66	106	70	176	200	106	94	2	2	....	....
	do ..... " 112	84	87	172	123	295	300	172	128	1	....	....	....
	do ..... " 113	23	36	59	88	147	150	59	91	....	....	....	....

	do	" 114	50	75	129	121	250	250	129	121	4	....	....	....
	do	" 115	29	26	58	56	114	150	58	92	3	....	....	....
	do	" 116	37	27	68	165	233	250	68	182	3	1	....	....
	do	" 117	41	44	88	132	220	250	88	162	....	1	2	....
	Totals		3,509	4,496	8,138	5,184	13,322	15,000	8,138	6,862	76	42	15	....
	Majority for Studholme			987										

				Davey.	Hendrie.									
Hamilton, West .	Division	No. 22		18	14	32	28	60	100	32	68	....	....	....	....
	do	" 23		52	89	143	95	238	250	143	107	2	....	....	....
	do	" 24		53	78	132	83	215	250	132	118	1	....	....	....
	do	" 25		39	76	116	58	174	200	116	84	1	....	....	....
	do	" 26		73	97	170	83	253	300	170	130	....	....	....	....
	do	" 27		31	79	110	78	188	200	111	89	....	....	1	....
	do	" 28		55	70	126	65	191	200	126	74	1	....	....	....
	do	" 29		41	72	119	52	171	200	119	81	6	....	....	....
	do	" 30		62	94	156	91	247	250	156	94	....	....	....	....
	do	" 31		69	101	170	108	278	300	170	130	....	....	....	....
	do	A to M	" 32	57	72	130	63	193	200	132	68	1	....	2	....
	do	N to Z	" 32	34	32	66	46	112	150	66	84	....	....	....	....
	do		" 33	54	73	129	52	181	200	129	71	2	....	....	....
	do		" 34	38	63	102	42	144	150	102	48	1	....	....	....
	do		" 35	58	48	106	44	150	150	106	44	....	....	....	....
	do		" 36	68	66	134	60	194	200	135	65	....	1	....	....
	do		" 37	35	54	90	38	128	150	90	60	1	....	....	....
	do		" 38	63	67	131	69	200	200	131	69	1	....	....	....
	do		" 39	50	81	133	126	259	300	133	167	2	....	....	....
	do	A to M	" 40	53	70	123	88	211	200	125	75	....	2	....	....
	do	N to Z	" 40	28	51	80	38	118	200	80	120	1	....	....	....
	do		" 41	68	77	145	90	235	250	145	105	....	....	....	....
	do		" 42	27	74	102	68	170	200	102	98	1	....	....	....
	do		" 43	25	68	95	82	177	200	95	105	2	....	....	....
	do		" 44	16	71	93	55	148	150	94	56	6	1	....	....
	do		" 45	18	41	60	46	106	150	60	90	1	....	....	....
	do		" 46	15	60	75	89	164	200	75	125	....	....	....	....
	do		" 47	67	97	165	78	243	250	165	85	1	....	....	....
	do		" 48	32	55	88	48	136	150	88	62	1	....	....	....
	do		" 49	71	107	178	75	253	300	178	122	....	....	....	....
	do		" 50	60	80	140	103	243	250	141	109	....	....	1	....
	do		" 51	35	76	112	74	186	200	112	88	1	....	....	....
	do		" 52	36	63	100	67	167	200	101	99	1	1	....	....
	do		" 53	51	70	121	56	177	200	121	79	....	....	....	....

ERNEST F. APPELBE,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Davey.	Hendrie.										
Hamilton, W.—Con.	Division ..... No. 54	31	48	80	38	118	150	80	70	1	....	....	....
	do ..... " 55	51	92	146	100	246	250	146	104	3	....	....	....
	do ..... " 56	39	85	125	79	204	250	125	125	1	....	....	....
	do ..... " 57	16	54	73	55	128	150	73	77	3	....	....	....
	do ..... " 58	11	80	92	74	166	200	92	108	1	....	....	....
	do ..... " 59	19	45	64	60	124	150	64	86	....	....	....	....
	do ..... " 60	48	82	130	94	224	250	130	120	....	....	....	....
	do ..... " 61	26	91	118	93	211	250	118	132	1	....	....	....
	do ..... " 62	30	80	112	97	209	250	113	137	2	1	....	....
	do ..... " 63	30	55	86	66	152	200	86	114	1	....	....	....
	do ..... " 64	36	86	124	99	223	250	124	126	2	....	....	....
	do ..... " 65	29	71	103	72	175	200	104	96	3	1	....	....
	do ..... " 66	32	106	143	116	259	300	146	154	5	1	2	....
	Totals	1,950	3,361	5,368	3,381	8,749	9,900	5,382	4,518	57	8	6	....
	Majority for Hendrie	.....	1,411										
		Grant.	Holgate.										
Hastings, East ..	Thurlow ..... No. 1	66	15	81	41	122	150	83	67	2	....	....	....
	do ..... " 2	51	14	65	57	122	150	65	85	....	....	....	....
	do ..... " 3	43	28	71	13	84	100	72	28	....	1	....	....
	do ..... " 4	44	14	58	33	91	125	58	67	....	....	....	....

do	"	5	43	42	85	31	116	150	85	65	....	....	....	....
do	"	6	73	33	106	37	143	175	106	69	....	....	....	....
do	"	7	61	52	113	24	137	175	113	62	....	....	....	....
do	"	8	54	52	106	33	139	175	107	68	1	....	....	....
do	"	9	59	53	112	16	128	150	112	38	....	....	....	....
do	"	10	73	32	105	19	124	150	105	45	....	....	....	....
Tweed	No.	1	89	18	107	31	138	175	109	66	....	1	....	....
do	"	2	54	35	89	36	125	150	93	57	....	2	....	....
do	"	3	54	17	71	34	105	125	71	54	....	....	....	....
Hungerford	No.	1	71	14	85	19	104	125	86	39	1	....	....	....
do	"	2	59	19	78	14	92	125	80	45	....	....	1	....
do	"	3	55	70	125	42	167	200	129	71	2	....	....	....
do	"	4	68	43	111	83	194	250	113	137	1	....	....	....
do	"	5	16	44	60	30	90	126	62	64	2	....	....	....
do	"	6	18	88	106	26	132	175	110	64	3	1	....	....
do	"	7	7	25	32	14	46	75	34	41	1	....	....	....
do	"	8	35	6	41	10	51	75	41	34	....	....	....	....
do	"	9	105	14	119	37	159	200	145	55	3	....	....	....
Deseronto, West Ward	No.	1	42	36	78	59	137	125	78	47	....	....	....	....
do do	"	2	23	7	30	37	67	100	30	70	....	....	....	....
do do	"	3	51	17	68	79	147	175	68	107	....	....	....	....
do Centre Ward	No.	1	36	12	48	15	63	100	48	52	....	....	....	....
do do	"	2	21	10	31	40	71	100	31	69	....	....	....	....
do East Ward	No.	1	30	6	36	39	75	75	36	39	....	....	....	....
do do	"	2	25	19	44	4	48	98	45	53	1	....	....	....
Huntingdon	No.	1	81	44	125	76	201	250	126	123	1	....	....	....
do	"	2	60	42	102	67	169	200	102	98	....	....	....	....
do	"	3	100	21	121	87	208	250	121	129	....	....	....	....
do	"	4	44	14	58	69	127	150	58	92	....	....	....	....
Tyendinaga	No.	1	95	19	114	26	140	178	117	58	2	1	....	....
do	"	2	80	47	127	39	166	200	127	72	1	....	....	....
do	"	3	47	64	111	49	160	200	111	89	....	....	....	....
do	"	4	78	27	105	38	143	175	106	68	1	....	....	....
do	"	5	37	28	65	60	125	150	66	83	1	....	....	....
do	"	6	75	38	113	66	179	200	116	84	....	....	....	....
do	"	7	32	45	77	67	144	175	78	97	....	....	....	....
Totals			3,743	2,113	5,856	2,887	8,743	10,802	5,977	4,825	43	10	2	....
Majority for Grant			630											

CHARLES W. KETCHESON,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Cooke. MacInnes.										
Hastings, North .	Stirling Village ..... No. 1		74 16	90	*	*	150	90	60	....	....	....	....
	do do ..... " 2		43 28	71	.....	.....	150	71	79	....	....	....	....
	Rawdon Tp. ..... No. 1		84 16	100	.....	.....	125	100	25	....	....	....	....
	do ..... " 2		61 44	105	.....	.....	177	105	72	....	....	....	....
	do ..... " 3		56 15	71	.....	.....	150	73	77	2	....	....	....
	do ..... " 4		70 22	92	.....	.....	150	92	58	....	....	....	....
	do ..... " 5		86 22	108	.....	.....	195	110	85	....	2	....	....
	do ..... " 6		75 3	78	.....	.....	150	79	71	1	....	....	....
	Marmora Village ..... No. 1		103 29	132	.....	.....	300	134	166	....	....	2	....
	Marmora and Lake Tp. .... No. 1		26 2	28	.....	.....	100	28	72	....	....	....	....
	do do do ... " 2		47 15	62	.....	.....	151	62	89	....	....	....	....
	do do do ... " 3		27 3	30	.....	.....	50	30	20	....	....	....	....
	do do do ... " 4		21 32	53	.....	.....	110	54	56	....	1	....	....
	do do do ... " 5		7	7	.....	.....	50	8	42	....	1	....	....
	Madoc Tp. ..... No. 1		54 18	72	.....	.....	150	74	76	....	....	2	....
	do ..... " 2		124 14	138	.....	.....	175	138	37	....	....	....	....
	do ..... " 3		116 12	128	.....	.....	200	129	71	1	....	....	....
	do ..... " 4		56 14	70	.....	.....	151	72	79	2	....	....	....
	Madoc Village ..... No. 1		60 27	87	.....	.....	157	88	69	1	....	....	....
	do ..... " 2		57 34	91	.....	.....	202	92	110	....	1	....	....
	Elziner and Grimsthorp .... No. 1		68 23	91	.....	.....	125	91	34	....	....	....	....
	do do .... " 2		90 10	100	.....	.....	150	100	50	....	....	....	....
	do do .... " 3		27 2	29	.....	.....	52	29	23	....	....	....	....
	Limerick ..... No. 1		37 13	50	.....	.....	101	50	51	....	....	....	....
	do ..... " 2		17	17	.....	.....	50	17	33	....	....	....	....

ANGUS NICOLSON, Returning Officer.

*Voters List not returned, so no details furnished—only totals.

Carlow	No. 1	33	15	48	.....	.....	153	48	105	....	....	....	....
do	" 2	15	1	16	.....	.....	100	17	83	1	....	....	....
Bancroft Village	No. 1	68	23	91	.....	.....	146	93	53	....	2	....	....
Cashel and Tudor	No. 1	40	9	49	.....	.....	150	49	101	....	....	....	....
do	" 2	22	6	28	.....	.....	101	28	73	....	....	....	....
do	" 3	29	3	32	.....	.....	99	32	67	....	....	....	....
B. W. and Mc.	No. 1	56	12	68	.....	.....	201	69	132	1	....	....	....
do	" 2	25	3	28	.....	.....	100	28	72	....	....	....	....
Faraday	No. 1	63	22	85	.....	.....	196	85	111	....	....	....	....
do	" 2	20	3	23	.....	.....	50	26	24	3	....	....	....
Mayo	No. 1	53	12	65	.....	.....	153	65	88	....	....	....	....
Wollaston	No. 1	103	30	133	.....	.....	250	135	115	2	....	....	....
Dungannon	No. 1	59	10	69	.....	.....	150	69	81	....	....	....	....
do	" 2	38	7	45	.....	.....	100	46	54	1	....	....	....
Monteagle and Herschel	No. 1	44	14	58	.....	.....	150	58	92	....	....	....	....
do do	" 2	28	6	34	.....	.....	105	34	71	....	....	....	....
do do	" 3	36	4	40	.....	.....	102	40	62	....	....	....	....
do do	" 4	29	3	32	.....	.....	103	32	71	....	....	....	....
Totals		2,247	597	2,844	2,445	5,289	5,930	3,060	2,870	15	7	4	....
Majority for Cooke		1,650											

		Johnson.	Sinclair.										
Hastings, West	Trenton Town.												
	Ward No. 1	67	44	111	57	168	175	111	63	....	....	1	....
	Ward No. 2	96	54	150	109	259	275	150	124	....	1	....	....
	Ward No. 3	106	45	157	59	216	225	157	62	6	....	....	....
	Ward No. 4	55	34	89	45	134	150	89	59	....	2	....	....
	Ward No. 5	94	93	188	117	305	325	188	136	1	....	....	....
	Ward No. 6	70	53	123	52	175	200	123	77	....	....	....	....
	Sidney Township.												
	Div. No. 1, from A to Mc	98	38	136	45	181	200	136	64	....	....	....	....
	Div. No. 2, from Mc to Z	63	41	104	56	160	175	104	71	....	....	....	....
	Div. No. 3	58	34	93	60	153	175	92	82	1	....	....	....
	Div. No. 4	76	58	136	38	174	200	136	62	2	....	....	....
	Div. No. 5	100	87	187	70	257	275	187	88	....	....	....	....
	Div. No. 6	84	76	160	87	247	275	160	113	....	2	....	....
	Div. No. 7	59	33	92	69	161	175	92	83	....	....	....	....
	Belleville City.												
	Ward No. 1	152	47	199	76	275	300	199	101	....	....	....	....
	Ward No. 2	89	24	115	21	136	150	115	33	2	....	....	....
	Ward No. 3	87	53	140	53	193	225	140	85	....	....	....	....
	Ward No. 4	55	33	89	32	121	150	89	60	1	....	....	....
	Ward No. 5	88	56	144	55	199	225	144	81	....	....	....	....

CLEMENT H. KETCHESON,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Belleville City.	Johnson.	Sinclair.									
Hastings, W.—Con.	Ward No. 5	71	26	98	37	135	150	98	50	1	1	....	....
	Ward No. 6	143	92	235	109	344	375	235	140	....	....	....	....
	Ward No. 7	113	29	142	99	241	275	142	132	....	....	1	....
	Ward No. 8	54	16	71	54	125	150	70	79	1	....	....	....
	Ward No. 9	83	90	173	106	279	300	173	127	....	....	....	....
	Ward No. 10	66	55	121	52	173	200	121	79	....	....	....	....
	Ward No. 11	118	76	195	93	288	300	195	104	1	....	....	....
	Ward No. 13	99	51	150	46	196	225	150	75	....	....	....	....
	Ward No. 14	103	60	163	48	211	225	163	62	....	....	....	....
	Totals	2,347	1,398	3,761	1,745	5,506	6,075	3,759	2,292	16	6	2	....
	Majority for Johnson	949											
			Proudfoot.	Macklin.									
Huron. Centre ..	Brussels No. 1	67	54	121	19	140	150	121	29	....	....	....	....
	do " 2	46	27	76	27	103	125	76	49	3	....	....	....
	Grey No. 1	36	49	85	36	121	125	85	40	....	....	....	....
	do " 2	50	20	70	28	98	100	70	30	....	....	....	....
	do " 3	47	26	74	21	95	100	74	26	1	....	....	....
	do " 4	64	29	93	31	124	125	93	32	....	....	....	....
	do " 5	63	48	111	46	157	175	111	64	....	....	....	....
	do " 6	56	28	85	26	111	125	85	40	1	....	....	....
	do " 7	56	26	82	30	112	125	82	43	....	....	....	....

Albert Wesley Beacom, Returning Officer	McKillop	No.	1	77	41	119	25	144	150	119	31	1	....	....	....
	do	"	2	94	41	135	32	167	175	135	40	....	....	....	....
	do	"	3	50	70	121	51	172	175	121	54	1	....	....	....
	do	"	4	48	60	109	.....	109	125	109	16	1	....	....	....
	Seaforth	No.	1	85	64	150	35	185	200	150	50	....	1	....	....
	do	"	2	39	43	82	29	111	125	82	43	....	....	....	....
	do	"	3	21	33	54	13	67	75	54	21	....	....	....	....
	do	"	4	12	31	43	8	51	75	43	32	....	....	....	....
	do	"	5	49	42	93	20	113	125	93	32	2	....	....	....
	Hullett	No.	1	63	27	90	33	123	125	90	35	....	....	....	....
	do	"	2	63	36	99	37	136	150	99	51	....	....	1	....
	do	"	3	35	20	56	23	79	100	56	44	....	....	....	....
	do	"	4	62	40	102	42	144	150	102	48	....	....	....	....
	do	"	5	23	26	49	19	68	75	49	26	....	....	....	....
	do	"	6	47	17	64	31	95	100	64	36	....	....	....	....
	do	"	7	54	28	84	19	103	125	84	41	....	2	....	....
	Colborne	No.	1	50	53	103	45	148	150	103	47	....	....	....	....
	do	"	2	26	40	67	9	76	100	67	33	....	....	1	....
	do	"	3	48	67	116	41	157	175	116	59	1	....	....	....
	do	"	4	32	23	55	31	86	100	55	45	....	....	....	....
	Clinton	No.	1	59	47	106	23	129	150	106	44	....	....	....	....
	do	"	2	61	76	138	34	172	175	138	37	....	1	....	....
	do	"	3	49	53	107	30	137	150	107	43	....	3	2	....
	do	"	4	47	61	108	17	129	150	108	42	....	....	....	....
	Goderich	No.	1	68	98	168	39	207	225	168	57	2	....	....	....
	do	"	2	80	84	165	85	250	250	165	85	....	1	....	....
	do	"	3	68	63	131	57	188	200	131	69	....	....	....	....
	do	"	4	89	62	152	33	185	200	152	48	1	....	....	....
	do	"	5	57	57	114	28	142	150	114	36	....	....	....	....
	do	"	6	80	82	162	75	237	250	162	88	....	....	....	....
	do	"	7	44	54	98	29	127	150	98	52	....	....	....	....
	Totals			2,165	1,846	4,037	1,192	5,229	5,775	4,037	1,738	14	8	4	....
	Majority for Proudfoot			319											
				Anderson.	Musgrove.										
Huron, North	Ashfield	No.	1	46	66	113	21	134	150	113	37	1	....	....	....
	do	"	2	49	58	112	22	134	150	112	38	1	1	3	....
	do	"	3	49	46	96	16	112	125	96	29	1	....	....	....
	do	"	4	29	60	89	18	107	125	89	27	....	....	....	....
	do	"	5	61	25	88	21	109	125	88	33	2	....	....	....
	do	"	6	63	13	77	27	104	125	77	49	1	....	....	....
	do	"	7	60	19	79	21	100	100	79	21	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Anderson.	Musgrove.										
Huron, N.—Con. ..	Blyth ..... No. 1	42	53	96	16	112	125	96	29	1	....	....	....
	do ..... " 2	34	43	78	10	88	100	78	23	....	1	....	....
	Howick ..... No. 1	44	83	128	31	159	175	128	49	1	....	....	....
	do ..... " 2	42	75	117	29	146	150	117	34	....	....	....	....
	do ..... " 3	52	110	162	17	179	200	162	38	....	....	....	....
	do ..... " 4	75	76	152	37	189	200	152	50	1	....	....	....
	do ..... " 5	78	65	144	32	176	200	144	56	1	....	....	....
	do ..... " 6	49	65	114	22	136	150	114	27	....	....	....	....
	Turnbury ..... No. 1	58	85	144	14	158	175	144	31	1	....	....	....
	do ..... " 2	67	61	128	29	157	175	128	48	....	....	....	....
	do ..... " 3	41	47	88	8	96	100	88	12	....	....	....	....
	do ..... " 4	47	39	87	25	112	125	87	38	....	1	....	....
	Morris ..... No. 1	57	33	90	15	105	125	90	35	....	....	....	....
	do ..... " 2	50	42	93	22	115	125	93	23	1	....	....	....
	do ..... " 3	32	44	77	14	91	100	77	23	1	....	....	....
	do ..... " 4	49	43	92	7	99	100	92	8	....	....	....	....
	do ..... " 5	50	54	104	14	118	125	104	21	....	....	....	....
	do ..... " 6	51	70	122	16	138	150	122	28	1	....	....	....
	East Wawanosh ..... No. 1	39	22	61	8	69	75	61	14	....	....	....	....
	do ..... " 2	44	66	111	13	124	125	111	16	....	1	....	....
	do ..... " 3	52	34	86	14	100	100	86	14	....	....	....	....
	do ..... " 4	55	28	83	6	89	100	83	17	....	....	....	....
	do ..... " 5	35	29	65	11	76	100	65	35	....	1	....	....
	West Wawanosh ..... No. 1	54	52	107	18	125	125	107	18	1	....	....	....
	do ..... " 2	28	51	79	28	107	125	79	45	....	....	....	....

RICHARD PROCTOR, Returning Officer.

	do	"	3	33	40	73	9	82	100	73	27	....	....	....
	do	"	4	57	37	94	15	109	125	94	31	....	....	....
	do	"	5	50	27	78	6	84	100	78	22	1	....	....
	Wingham	No.	1	34	57	92	13	105	125	92	33	1	....	....
	do	"	2	36	64	103	19	122	125	103	22	3	....	....
	do	"	3	45	74	120	40	160	175	120	55	....	1	....
	do	"	4	65	67	133	35	168	175	133	42	1	....	....
	do	"	5	18	47	65	19	84	100	65	35	....	....	....
	Wroxeter Village			53	33	86	16	102	125	86	39	....	....	....
	Totals			1,973	2,103	4,106	774	4,880	5,400	4,106	1,272	21	6	3	....
	Majority for Musgrove				130										
					Eilber.	Zellar.									
Huron, South	Tuckersmith	No.	1	26	49	75	33	108	125	75	50	....	....	....	....
	do	"	2	37	47	84	25	109	125	84	41	....	....	....	....
	do	"	3	24	40	64	17	81	100	64	36	....	....	....	....
	do	"	4	24	69	93	31	124	150	93	57	....	....	....	....
	do	"	5	31	71	102	13	115	150	104	46	2	....	....	....
	do	"	6	23	45	68	36	104	125	69	56	1	....	....	....
	Tp. of Hay	No.	1	21	39	60	10	70	75	60	15	....	....	....	....
	do	"	2	17	41	58	10	68	75	58	17	....	....	....	....
	do	"	3	61	75	136	32	168	175	136	39	....	....	....	....
	do	"	4	54	56	110	14	124	175	111	64	....	1	....	....
	do	"	5	30	40	70	14	84	100	70	30	....	....	....	....
	do	"	6	50	42	92	27	119	125	92	33	....	....	....	....
	do	"	7	27	24	51	7	58	75	52	23	1	....	....	....
	do	"	8	8	56	64	25	89	100	64	36	....	....	....	....
	Tp. of Stephen	No.	1	58	30	88	19	107	125	89	36	1	....	....	....
	do	"	2	53	14	67	10	77	100	67	33	....	....	....	....
	do	"	3	57	34	91	26	117	125	92	33	1	....	....	....
	do	"	4	76	46	122	21	143	150	122	28	....	....	....	....
	do	"	5	49	29	78	18	96	125	78	47	....	....	....	....
	do	"	6	65	41	106	24	130	150	107	43	....	....	1	....
	do	"	7	39	30	69	27	96	100	69	31	....	....	....	....
	do	"	8	51	18	69	19	88	100	69	31	....	....	....	....
	do	"	9	45	54	99	22	121	125	99	26	....	....	....	....
	Tp. of Stanley	No.	1	28	54	82	11	93	100	82	18	....	....	....	....
	do	"	2	20	54	74	23	97	125	74	51	....	....	....	....
	do	"	3	93	21	114	22	136	150	116	34	2	....	....	....
	do	"	4	50	21	71	9	80	100	71	29	....	....	....	....
	do	"	5	34	58	92	25	117	150	92	58	....	....	....	....

CHAS. A. McDONELL,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Eilber.	Zellar.									
Huron, South—Con.	Tp. of Usborne ..... No. 1		93	49	142	16	158	175	143	32	....	1	....	....
	do ..... " 2		53	67	120	17	137	150	120	30	....	....	....	....
	do ..... " 3		93	46	139	29	168	175	139	36	....	....	....	....
	do ..... " 4		49	67	116	27	143	150	116	34	....	....	....	....
	Tp. of Goderich ..... No. 1		53	27	80	47	127	150	81	69	1	....	....	....
	do ..... " 2		46	21	67	26	93	100	68	32	1	....	....	....
	do ..... " 3		59	34	93	25	118	125	93	32	....	....	....	....
	do ..... " 4		52	16	68	10	78	100	68	32	....	....	....	....
	do ..... " 5		48	40	88	30	118	125	89	36	....	1	....	....
	do ..... " 6		31	20	51	17	68	75	51	24	....	....	....	....
	Village of Exeter ..... No. 1		84	27	111	28	139	150	111	39	....	....	....	....
	do ..... " 2		64	58	122	29	151	175	122	53	....	....	....	....
	do ..... " 3		62	54	116	2	118	150	117	33	....	1	....	....
	do ..... " 4		36	18	54	11	65	75	54	21	....	....	....	....
	Village of Bayfield ..... No. 1		94	19	113	31	144	150	113	37	....	....	....	....
	Village of Hensall ..... No. 1		91	74	165	45	210	225	165	60	....	....	....	....
	Totals		2,159	1,835	3,994	960	4,954	5,650	4,009	1,641	10	3	2	....
	Majority for Eilber		324											

Kenora—Harold Arthur Clement Machin—by Acclamation.—JAMES ARTHUR KINNEY, Returning Officer.

W. Bottoms,
Returning Officer.

				Ferguson.	Henry.										
Kent, east	Harwich	No.	1	27	39	66	44	110	125	66	59	....	....	....	....
	do	"	2	42	47	89	24	113	125	89	36	....	....	....	....
	do	"	3	41	69	110	45	155	175	110	65	....	....	....	....
	do	"	4	56	55	111	40	151	175	112	63	....	....	1	....
	do	"	5	53	70	123	38	165	175	123	52	....	....	....	....
	do	"	6	54	44	98	30	129	150	99	51	1	....	....	....
	do	"	7	47	46	93	34	127	150	93	57	....	....	....	....
	do	"	8	74	51	125	37	162	175	125	50	....	....	....	....
	do	"	9	55	43	98	26	125	125	99	26	1	....	....	....
	do	"	10	64	67	131	21	152	150	131	19	....	....	....	....
	do	"	11	79	40	119	20	141	150	121	29	2	....	....	....
	do	"	12	10	22	32	11	44	50	33	17	1	....	....	....
	Howard	N. ½ No.	1	30	26	56	32	88	100	56	44	....	....	....	....
	do	S. ½ "	1	45	18	63	26	89	100	63	37	....	....	....	....
	do	"	2	77	52	129	57	186	225	129	96	....	....	....	....
	do	"	3	60	53	113	70	183	200	113	87	....	....	....	....
	do	"	4	64	43	107	56	163	175	107	68	....	....	....	....
	do	"	5	80	74	154	58	212	225	157	68	....	2	1	....
	do	"	6	29	63	92	35	127	150	92	58	....	....	....	....
	Orford	No.	1	28	31	59	11	70	75	59	16	....	....	....	....
	do	"	2	60	26	86	15	101	106	86	20	....	....	....	....
	do	S. ½ "	3	51	8	59	6	65	75	59	16	....	....	....	....
	do	N. ½ "	3	15	19	34	8	42	50	34	16	....	....	....	....
	do	N. ½ "	4	24	13	37	3	40	50	37	13	....	....	....	....
	do	S. ½ "	4	50	19	69	12	81	100	69	31	....	....	....	....
	do	"	5	126	64	190	36	226	250	190	60	....	....	....	....
	do	"	6	64	41	105	22	127	150	105	45	....	....	....	....
	do	"	7	46	9	55	10	65	75	55	20	....	....	....	....
	Camden	No.	1	60	56	116	41	148	150	117	33	1	....	....	....
	do	"	2	55	66	121	30	151	175	122	53	....	....	1	....
	do	"	3	29	15	44	19	63	75	44	31	....	....	....	....
	do	"	4	54	20	74	21	95	100	74	26	....	....	....	....
	do	"	5	55	51	106	21	127	175	107	68	....	1	....	....
	do	"	6	38	33	71	24	95	100	71	29	....	....	....	....
	Zone	No.	1	38	46	84	28	112	125	85	40	....	....	1	....
	do	"	2	48	40	88	24	112	125	88	37	....	....	....	....
	do	"	3	32	33	65	12	77	100	65	35	....	....	....	....
	Blenheim	No.	1	47	66	113	31	144	150	113	37	....	....	....	....
	do	"	2	40	32	72	20	92	100	77	28	....	....	....	....
	do	"	3	38	20	58	11	69	75	58	17	....	....	....	....
	do	"	4	35	46	81	20	101	125	81	44	....	....	....	....
	Dresden	No.	1	72	47	119	40	159	175	120	55	1	....	....	....
	do	"	2	41	36	77	63	140	150	77	73	....	....	....	....
	do	"	3	70	77	147	47	194	200	149	51	2	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Ferguson.	Henry.										
Kent, East—Con...	Bothwell .....No. 1	44	36	80	37	117	125	83	42	3	....	....	....
	do ..... " 2	27	32	59	41	100	100	60	40	1	....	....	....
	do ..... " 3	2	8	10	12	22	25	10	15	....	....	....	....
	Ridgetown .....No. 1	34	40	74	67	141	150	74	76	....	....	....	....
	do ..... " 2	44	54	98	68	166	175	100	75	2	....	....	....
	do ..... " 3	55	64	119	66	185	200	122	78	2	1	....	....
	do ..... " 4	52	75	127	81	208	225	128	97	1	....	....	....
	Thamesville .....No. 1	105	50	155	52	207	225	155	70	....	....	....	....
	Totals	2,566	2,195	4,761	1,703	6,464	7,156	4,787	2,369	18	4	4	....
	Majority for Ferguson	371											
		Brackin.	Sulman.										
Kent, West	City of Chatham ..... A	87	82	169	43	212	225	169	55	1	....	....	....
	do .....No. 1	88	101	189	49	238	250	189	61	....	....	....	....
	do ..... " 2	99	106	205	69	274	275	205	69	1	....	....	....
	do ..... " 3	104	106	210	77	287	300	210	84	6	....	....	....
	do ..... " 4	64	105	169	39	208	225	169	56	....	....	....	....
	do ..... " 5	37	86	123	26	149	150	123	26	1	....	....	....
	do ..... " 6	54	84	138	44	182	200	135	60	....	2	....	....
	do ..... " 7	38	44	82	30	112	125	82	42	....	1	....	....
	do ..... " 8	75	66	141	54	195	200	141	58	....	1	....	....
	do ..... " 9	78	75	153	46	199	200	153	45	2	....	....	....

do	.....	"	10	95	90	185	63	248	250	185	64	....	1	....	....
do	.....	"	11	76	85	161	50	211	225	161	63	....	1	....	....
do	.....	"	12 A	73	81	154	38	192	200	154	45	1	....	....	....
do	.....	"	12 B	66	81	147	37	184	200	147	53	....	....	....	....
do	.....	"	13 A	58	71	129	45	174	175	129	45	1	....	....	....
do	.....	"	13 B	42	60	102	34	136	150	102	47	....	....	1	....
do	.....	"	14	92	96	188	51	239	250	188	60	2	....	....	....
do	.....	"	15	39	67	106	39	145	150	106	43	1	....	....	....
Township of Chatham	....	No.	1	99	99	198	54	252	275	198	77	....	....	....	....
do do	....	"	2	39	98	137	34	171	175	137	37	....	1	....	....
do do	....	"	3	59	61	120	28	148	150	120	30	....	....	....	....
do do	....	"	4	34	63	97	19	116	125	97	28	....	....	....	....
do do	....	"	5	58	51	109	23	132	150	109	41	....	....	....	....
do do	....	"	6	20	57	77	36	113	125	77	48	....	....	....	....
do do	....	"	7	48	74	122	34	156	175	122	53	....	....	....	....
do do	....	"	8	70	79	149	123	272	275	149	125	....	1	....	....
do do	....	"	9	53	40	93	16	109	125	93	32	....	....	....	....
do do	....	"	10	73	28	101	31	132	150	101	48	1	....	....	....
do do	....	"	11	27	27	54	9	63	75	54	21	....	....	....	....
Town of Wallaceburg	....	No.	1 A	75	72	147	48	195	200	147	50	2	1	....	....
do do	....	"	1 B	62	74	136	41	177	200	136	60	2	2	....	....
do do	....	"	2 A	60	95	155	41	196	200	155	43	2	....	....	....
do do	....	"	2 B	66	63	129	43	172	175	129	44	2	....	....	....
do do	....	"	3	93	95	188	57	245	250	188	61	1	....	....	....
Village of Wheatley	.....			97	40	137	35	172	175	137	36	....	2	....	....
Township of Raleigh	.....	No.	1	36	63	99	26	125	125	99	26	....	....	....	....
do do	.....	"	2	34	45	79	26	105	125	79	46	....	....	....	....
do do	.....	"	3	54	46	100	24	124	125	100	25	....	....	....	....
do do	.....	"	4	49	42	91	29	120	125	91	34	....	....	....	....
do do	.....	"	5	89	32	121	23	144	150	121	27	2	....	....	....
do do	.....	"	6	47	61	108	34	142	150	108	42	....	....	....	....
do do	.....	"	7	40	43	83	15	98	100	83	17	....	....	....	....
do do	.....	"	8	43	44	87	33	120	125	87	38	....	....	....	....
do do	.....	"	9	32	33	65	21	86	100	65	35	....	....	....	....
do do	.....	"	10	51	46	97	42	139	150	97	53	....	....	....	....
do do	.....	"	11	29	45	74	36	110	125	75	50	....	....	....	....
Township of Romney	....	No.	1	32	45	77	24	101	125	77	48	....	....	....	....
do do	....	"	2	19	18	37	13	50	75	37	38	....	....	....	....
do do	....	"	3	60	12	72	19	91	100	72	27	1	....	....	....
do do	....	"	4	35	36	71	28	99	100	71	29	....	....	....	....
do do	....	"	5	22	38	60	26	86	100	60	40	....	....	....	....
Township of East Tilbury	..	No.	1	68	18	86	20	106	125	82	43	....	....	....	....
do do	..	"	2	45	16	61	45	106	125	61	64	....	....	....	....
do do	..	"	3	51	25	76	33	109	125	76	49	....	....	....	....
do do	..	"	4	57	37	94	52	146	150	94	56	....	....	....	....

J. R. Gemmill,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Brackin.	Sulman.										
Kent, West—Con..	Township of East Tilbury..No. 5	62	51	113	44	157	175	113	62	....	....	....	....
	do do .. " 6	41	34	75	18	93	100	75	25	....	....	....	....
	do do .. " 7	6	21	27	28	55	75	27	48	....	....	....	....
	do do .. " 8	36	29	65	28	93	100	65	35	....	....	....	....
	Township of Dover.....No. 1	45	43	88	37	125	125	88	37	....	....	....	....
	do do ..... " 2	43	20	63	18	81	100	63	36	1	....	....	....
	do do ..... " 3	114	67	181	31	212	225	181	42	1	1	....	....
	do do ..... " 4	27	39	66	16	82	100	66	34	....	....	....	....
	do do ..... " 5	106	57	163	29	192	200	163	37	....	....	....	....
	do do ..... " 6	28	45	73	16	89	100	73	27	....	....	....	....
	do do ..... " 7	53	60	113	13	126	150	113	37	....	....	....	....
	do do ..... " 8	38	39	77	16	93	100	77	23	....	....	....	....
	do do ..... " 9	6	12	18	10	28	50	18	32	....	....	....	....
	do do ..... " 10	50	37	87	22	109	125	87	38	....	....	....	....
	Town of Tilbury .....No. 1	79	39	118	52	170	175	118	56	1	....	....	....
	do do ..... " 2	79	82	161	65	226	250	161	89	....	....	....	....
	Totals	4,004	4,022	8,026	2,518	10,544	11,325	8,023	3,255	32	14	1	....
	*Majority for Sulman	*18											

*On recount before Judge Bell, majority reduced from 18 to 13.

			Harrison.	Ross.									
Kingston	Polling Sub-Division ..... No. 1		48	98	146	44	190	200	146	54	....	....	....
	do do ..... " 2		45	116	161	60	221	225	161	60	4	....	....
	do do ..... " 3		25	75	100	37	137	150	100	50	....	....	....
	do do ..... " 4		65	97	162	46	208	225	162	63	....	....	....
	do do ..... " 5		16	71	87	23	110	125	87	38	....	....	....
	do do ..... " 6		46	64	110	33	143	148	110	38	2	....	....
	do do ..... " 7		17	87	104	31	135	149	104	45	1	....	....
	do do ..... " 8		21	102	123	154	401	425	123	171	4	....	....
	do do ..... " 8 A		21	103	124				124		3	....	....
	do do ..... " 9		60	135	195	96	291	300	195	102	3	....	....
	do do ..... " 10		56	140	196	88	284	300	196	100	4	....	....
	do do ..... " 11		47	121	168	48	216	225	168	54	3	....	1 ....
	do do ..... " 12		55	100	155	71	226	250	155	95	....	....	....
	do do ..... " 13		47	126	173	46	219	225	173	51	....	....	1 ....
	do do ..... " 14		84	179	263	94	357	375	263	89	3	....	....
	do do ..... " 15		96	146	242	128	370	375	242	132	1	....	....
	do do ..... " 16		78	140	218	120	338	350	218	129	3	....	....
	do do ..... " 17		68	141	209	101	310	325	209	114	2	....	....
	do do ..... " 18		71	72	143	38	181	200	143	56	1	....	....
	do do ..... " 19		59	115	174	53	227	250	174	73	3	....	....
	do do ..... " 20		65	104	169	35	204	225	169	53	3	....	....
	do do ..... " 21		78	102	180	53	233	250	180	65	5	....	....
	do do ..... " 22		80	98	178	70	248	275	178	97	....	....	....
	do do ..... " 23		54	88	142	47	189	200	142	55	3	....	....
	do do ..... " 24		66	83	149	64	213	225	149	76	....	....	....
	do do ..... " 25		33	76	109	39	148	200	109	91	....	....	....
	Portsmouth ..... " 26		31	121	152	23	175	200	152	47	....	....	1 ....
	Totals		1,432	2,900	4,332	1,642	5,974	6,430	4,332	1,998	48	....	3 ....
	Majority for Ross		1,468										

Joseph B. Walkem, Returning Officer.

			Martyn.	McCormick.									
Lambton, East ..	Township of Warwick ..... No. 1		58	52	110	21	131	134	111	23	....	1	....
	do do ..... " 2		58	36	94	19	113	116	96	20	1	1	....
	do do ..... " 3		67	75	142	16	158	161	142	19	....	....	....
	do do ..... " 4		36	54	90	19	109	112	90	22	....	....	....
	do do .. .. " 5		18	63	81	18	99	102	81	21	....	....	....
	do do ..... " 6		23	41	64	27	91	94	64	30	....	....	....
	do do ..... " 7		36	40	76	114	90	93	76	17	....	....	....
	Township of Bosanquet ..... No. 1		53	59	112	26	138	141	112	29	....	....	....
	do do ..... " 2		79	57	136	35	171	175	138	37	1	....	....
	do do ....., " 3		62	31	93	23	116	119	93	26	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Martyn. McCormick.										
Lambton,E.—Con	Township of Bosanquet.....No. 4	37 35	72	24	96	99	72	27	....	....	....	....
	do do ..... " 5	25 41	66	10	76	79	66	13	....	....	....	....
	do do ..... " 6	18 45	63	27	90	95	65	30	1	....	....	....
	do do ..... " 7	18 10	28	13	41	45	28	17	....	....	....	....
	Township of Brooke.....No. 1	30 32	62	9	71	74	62	12	....	....	....	....
	do do ..... " 2	23 49	72	6	78	81	72	9	....	....	....	....
	do do ..... " 3	93 64	157	37	194	196	158	38	....	1	....	....
	do do ..... " 4	62 56	118	23	141	143	119	24	....	1	....	....
	do do ..... " 5	31 36	67	6	73	77	67	10	....	....	....	....
	do do ..... " 6	8 25	33	3	36	39	33	6	....	....	....	....
	do do ..... " 7	37 21	58	5	63	66	58	8	....	....	....	....
	do do ..... " 8	11 24	35	4	39	43	36	7	1	....	....	....
	do do ..... " 9	45 13	58	4	62	65	58	7	....	....	....	....
	do do ..... " 10	44 20	64	9	73	76	64	12	....	....	....	....
	do do ..... " 11	49 17	66	5	71	74	66	8	....	....	....	....
	Township of Plympton.....No. 1	24 47	71	30	101	104	71	33	....	....	....	....
	do do ..... " 2	53 51	104	34	138	141	104	37	....	....	....	....
	do do ..... " 3	30 60	90	23	113	116	90	26	....	....	....	....
	do do ..... " 4	43 89	132	22	154	157	132	35	....	....	....	....
	do do ..... " 5	62 88	150	40	190	193	150	43	....	....	....	....
	do do ..... " 6	17 15	32	14	46	49	32	17	....	....	....	....
	do do ..... " 7	38 56	94	15	109	112	94	18	....	....	....	....
	do do ..... " 8	31 40	71	14	85	88	71	17	....	....	....	....
	Township of Euphemia.....No. 1	48 49	97	22	119	122	97	25	....	....	....	....
	do do ..... " 2	29 37	66	11	77	80	66	14	....	....	....	....

RICHARD KARR, Returning Officer.

do do ..... " 3	37	21	58	19	77	80	58	22	....	....	....	....		
do do ..... " 4	15	19	34	10	44	47	34	13	....	....	....	....		
do do ..... " 5	30	60	90	21	111	114	91	23	1	....	....	....		
do do ..... " 6	22	60	82	23	65	68	42	26	....	....	....	....		
do do ..... " 7	19	27	46	9	55	58	47	11	1	....	....	....		
Town of Forest .....No. 1	56	52	108	27	135	138	110	28	2	....	....	....		
do ..... " 2	51	33	104	37	141	146	105	41	1	....	....	....		
do ..... " 3	68	38	106	33	139	142	106	36	....	....	....	....		
Village of Wyoming.....No. 1	41	28	69	13	82	85	69	16	....	....	....	....		
do do ..... " 2	38	29	67	11	78	81	67	14	....	....	....	....		
Village of Watford .....No. 1	69	63	132	14	146	149	133	16	....	1	....	....		
do do ..... " 2	58	52	110	30	140	140	144	34	....	....	....	....		
Village of Alvinston.....No. 1	57	16	73	17	90	93	73	20	....	....	....	....		
do do ..... " 2	73	46	119	32	151	154	119	35	....	....	....	....		
Village of Arkona .....No. 1	48	53	101	24	125	128	101	27	....	....	....	....		
Village of Thedford .....No. 1	76	45	121	30	151	154	121	33	....	....	....	....		
Totals	2,154	2,150	4,304	978	5,282	5,442	4,320	1,122	11	4	....	....		
Majority for Martyn	On Recount 4													

Lambton West ..

JAMES FLINTOFT, Returning Officer.

Sarnia City.					Cowan.	Hanna.								
1 Ward 1.....No. 1	A-L	54	73	127	52	179	200	128	72	....	....	1	....	
2 " 1..... " 1	M-Z	58	53	111	33	144	175	113	62	2	....	....	....	
3 " 1..... " 2		75	52	127	47	174	200	127	73	....	....	....	....	
4 " 2..... " 1		58	65	123	50	173	200	124	76	1	....	....	....	
5 " 2..... " 2		103	73	176	43	219	250	177	73	....	1	....	....	
6 " 3..... " 1		48	92	140	43	183	200	142	58	1	1	....	....	
7 " 3..... " 2		81	107	188	67	255	275	189	86	1	....	....	....	
8 " 3..... " 3		76	86	162	52	214	225	163	62	1	....	....	....	
9 " 3..... " 4		93	100	193	64	257	275	195	80	2	....	....	....	
10 " 4..... " 1		80	97	177	47	224	250	178	72	....	....	1	....	
11 " 4..... " 2		78	79	157	58	215	225	160	65	2	1	....	....	
12 " 4..... " 3		65	50	115	49	164	175	116	59	1	....	....	....	
13 " 5..... " 1		111	124	235	73	308	325	236	89	1	....	....	....	
14 " 5..... " 2		35	92	127	64	191	225	128	97	1	....	....	....	
15 " 6..... " 1		82	117	199	55	254	275	201	74	2	....	....	....	
16 " 6..... " 2		42	106	148	69	217	250	148	102	....	....	....	....	
Petrolia Town.														
17 Ward 1.....No. 1		27	65	92	33	125	150	93	57	1	....	....	....	
18 " 1..... " 2		16	51	67	28	95	125	78	47	1	....	....	....	
19 " 1..... " 2	A	14	32	46	14	60	75	48	27	....	2	....	....	
20 " 2..... " 3		42	97	139	51	190	225	139	86	....	....	....	....	
21 " 2..... " 4		29	75	104	44	148	175	105	70	1	....	....	....	

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

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		Petrolia Town.	Cowan.	Hanna.								
Lambton, W.—Con.	22 Ward 3.....No. 5	27	36	63	32	95	125	63	62	....	....	....	....
	23 " 3..... " 6	14	57	71	15	86	100	71	29	....	....	....	....
	24 " 4..... " 7	9	31	40	19	59	75	40	35	....	....	....	....
	25 " 4..... " 8	14	37	51	10	61	75	52	23	....	1	....	....
	Oil Springs Village.												
	26 .....Division No. 1	38	48	86	17	103	125	86	39	....	....	....	....
	27 ..... " " 2	24	22	46	6	52	75	46	29	....	....	....	....
	Point Edward Village.												
	28 .....Division No. 1	47	67	114	37	151	175	115	60	1	....	....	....
	29 ..... " " 2	26	56	82	48	130	150	84	66	2	....	....	....
	Courtright Village.												
	30 .....Division No. 1	29	43	72	37	109	125	72	53	....	....	....	....
	Sarnia Township.												
	31 .....Division No. 1	53	25	78	24	102	125	80	45	2	....	....	....
	32 ..... " " 2	69	46	115	35	150	175	115	60	....	....	....	....
	33 ..... " " 3	34	55	89	18	107	125	89	36	....	....	....	....
	34 ..... " " 4	23	67	90	7	97	125	91	34	1	....	....	....
	35 ..... " " 5	20	28	48	9	57	75	48	27	....	....	....	....
	36 ..... " " 6	36	44	80	19	99	125	80	45	....	....	....	....
	Enniskillen Tp.												
	37 .....Division No. 1	15	24	39	7	46	75	39	36	....	....	....	....
	38 ..... " " 2	18	25	43	11	54	75	44	31	1	....	....	....
	39 ..... " " 3	22	30	52	18	70	100	52	48	....	....	....	....
	40 ..... " " 4	19	9	28	10	38	75	28	47	....	....	....	....
	41 ..... " " 5	33	44	77	10	87	125	77	48	....	....	....	....
	42 ..... " " 6	25	24	49	7	56	75	49	26	....	....	....	....
	43 ..... " " 7	19	25	44	8	52	75	44	31	....	....	....	....

44	" " 8	18	32	50	10	60	75	50	25	....	....	....	....
45	" " 9	10	13	23	6	29	50	23	27	....	....	....	....
46	" " 10	13	18	31	7	38	74	31	43	....	....	....	....
47	" " 11	16	19	35	14	49	75	36	39	1	....	....	....
48	" " 12	6	17	23	6	29	50	23	27	....	....	....	....
49	" " 13	16	34	50	13	63	75	50	25	....	....	....	....
50	" " 14	14	32	46	18	64	75	46	29	....	....	....	....
51	" " 15	23	47	70	36	106	125	70	55	....	....	....	....
52	" " 16	16	25	41	17	58	75	42	33	1	....	....	....
53	" " 17	22	30	52	11	63	75	52	23	....	....	....	....
	Dawn Tp.												
54	Division No. 1	24	37	61	28	89	100	61	39	....	....	....	....
55	" " 2	20	36	56	23	79	100	56	44	....	....	....	....
56	" " 3	27	42	69	23	92	125	69	56	....	....	....	....
57	" " 4	21	31	52	15	67	100	53	47	1	....	....	....
58	" " 5	18	34	52	20	72	100	53	47	....	....	1	....
59	" " 6	13	26	39	42	81	100	39	61	....	....	....	....
60	" " 7	13	17	30	47	77	101	30	71	....	....	....	....
61	" " 8	28	28	56	15	71	100	57	43	1	....	....	....
62	" " 9	36	41	77	21	98	125	77	48	....	....	....	....
63	" " 10	33	20	53	10	63	75	53	22	....	....	....	....
64	" " 11	31	24	55	13	68	100	55	45	....	....	....	....
	Sombra Tp.												
65	Division No. 1	49	45	94	62	156	175	95	80	1	....	....	....
66	" " 2	49	80	129	49	178	200	130	70	1	....	....	....
67	" " 3	55	70	125	49	174	200	128	72	3	....	....	....
68	" " 4	51	75	126	57	183	200	126	74	....	....	....	....
69	" " 5	39	23	62	32	94	125	62	63	....	....	....	....
70	" " 6	17	53	70	23	93	125	70	55	....	....	....	....
71	" " 7	11	28	39	32	71	100	39	61	....	....	....	....
72	" " 8	23	20	43	24	67	100	43	57	....	....	....	....
73	" " 9	16	19	35	28	63	100	35	65	....	....	....	....
	Moore Tp.												
74	Division No. 1	20	36	56	34	90	125	56	69	....	....	....	....
75	" " 2	16	17	33	4	37	50	33	17	....	....	....	....
76	" " 3	87	39	126	38	164	175	126	49	....	....	....	....
77	" " 4	85	35	120	62	182	200	121	79	1	....	....	....
78	" " 5	69	29	98	11	109	125	98	27	....	....	....	....
79	" " 6	35	51	86	13	99	125	87	38	1	....	....	....
80	" " 7	105	94	199	38	237	250	199	51	....	....	....	....
81	" " 8	57	31	88	13	101	125	88	37	....	....	....	....
82	" " 9	37	47	84	16	100	125	84	41	....	....	....	....
	Totals	3,120	3,924	7,044	2,420	9,464	11,350	7,099	4,251	36	6	3	....
	Majority for Hanna	....	804										

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Preston.	Patterson.									
Lanark, North ..	Ramsay .....Division No. 1		54	36	91	40	131	150	91	59	1	....	....
	do ..... " " 2		58	54	113	20	133	150	113	37	....	1	....
	do ..... " " 3		63	75	140	22	162	175	140	35	....	2	1
	do ..... " " 4		40	55	96	33	129	150	96	54	....	....	1
	Darling .....Division No. 1		11	18	29	24	53	75	29	46	....	....	....
	do ..... " " 2		35	27	62	44	106	125	62	63	....	....	....
	Lavant .....Division No. 1		39	30	70	47	117	125	70	55	1	....	....
	Lanark Village ....Division No. 1		49	99	148	43	191	200	148	52	....	2	....
	Almonte, Ward No. 1...Div. No. 1		69	29	99	15	114	125	99	26	....	1	....
	do do 1... " 2		71	12	86	29	115	125	86	39	1	2	....
	do do 2... " 1		75	51	127	47	174	200	127	73	1	....	....
	do do 3... " 1		36	22	59	19	78	100	59	41	1	....	....
	do do 3... " 2		56	56	112	34	146	175	112	63	....	....	....
	Beckwith .....Division No. 1		53	27	80	28	108	125	80	45	....	....	....
	do ..... " " 2		33	17	50	21	71	100	50	50	....	....	....
	do ..... " " 3		56	81	139	51	190	200	139	61	....	2	....
	do ..... " " 4		25	2	27	4	31	50	27	23	....	....	....
	Dalhousie .....Division No. 1		20	27	48	8	56	75	48	27	....	1	....
	do ..... " " 2		35	67	104	18	122	150	104	46	2	....	....
	do ..... " " 3		12	98	111	24	135	150	111	39	....	1	....
	Lanark Tp. .....Division No. 1		31	51	83	16	99	125	83	42	1	....	....
	do ..... " " 2		15	95	114	25	139	150	114	36	2	2	....
	do ..... " " 3		45	29	76	19	95	125	76	49	....	2	....
	do ..... " " 4		20	17	37	18	55	75	37	38	....	....	....
	Carleton Place ....Division No. 1		78	64	143	37	180	200	143	57	1	....	....

J. WESLEY WILSON,
Returning Officer.

	do .... " "	2	79		83	163	43	206	225	163	62	1	....	....	....
	do .... " "	3	60		52	114	15	129	150	114	36	1	1	....	....
	do .... " "	4	97		54	153	34	187	200	153	47	....	....	2	....
	do .... " "	5	81		39	126	35	161	175	126	49	....	1	5	....
	do .... " "	6	78		40	122	38	160	175	122	53	....	4	....	....
	Pakenham .....Division No.	1	45		27	72	28	100	125	72	53	....	....	....	....
	do ..... " "	2	22		33	55	18	73	100	55	45	....	....	....	....
	do ..... " "	3	99		45	146	22	168	175	146	29	1	1	....	....
	do ..... " "	4	28		34	62	21	83	100	62	38	....	....	....	....
	Totals		1,666		1,545	3,257	940	4,197	4,825	3,257	1,568	14	23	9	....
	Majority for Preston		121												

WILLIAM JAMES PINK,
Returning Officer.

				Crate.	Hall.	McLean.									
Lanark, South ..	Bathurst .....No.	1	1		51	81	133	66	199	212	133	79	....	....	....	....
	do ..... "	2	3		58	16	77	33	110	125	77	48	....	....	....	....
	do ..... "	3	1		40	59	100	35	135	150	100	50	....	....	....	....
	do ..... "	4	2		62	27	91	78	169	176	92	84	1	....	....	....
	South Sherbrooke .....No.	1	.....		96	8	104	32	136	150	104	46	....	....	....	....
	do ..... "	2	1		40	20	61	11	72	75	61	14	....	....	....	....
	North Burgess .....No.	1	4		36	55	95	62	157	163	96	67	1	....	....	....
	do ..... "	2	.....		23	13	36	22	58	63	37	26	1	....	....	....
	North Elmsley .....No.	1	2		48	71	121	41	162	175	121	54	....	....	....	....
	do ..... "	2	....		47	23	70	10	80	88	71	17	1	....	....	....
	Drummond .....No.	1	.....		35	77	112	58	170	175	112	63	....	....	....	....
	do ..... "	2	3		24	50	77	31	108	125	78	47	....	....	....	....
	do ..... "	3	1		41	99	141	48	189	200	141	59	....	....	....	....
	do ..... "	4	1		33	35	69	31	100	113	69	44	....	....	....	....
	Montague .....No.	1	.....		21	32	53	64	117	125	53	72	....	....	....	....
	do ..... "	2	2		47	1	51	55	106	113	51	62	1	....	....	....
	do ..... "	3	1		40	33	74	46	120	125	74	51	....	....	....	....
	do ..... "	4	3		44	37	84	51	135	150	84	66	....	....	....	....
	do ..... "	5	19		44	20	83	91	174	188	84	104	....	....	1	....
	North Sherbrooke .....No.	1	.....		14	54	68	12	80	87	69	18	1	....	....	....
	Perth .....No.	1	3		98	49	150	65	215	227	151	76	1	....	....	....
	do ..... "	2	1		63	35	99	43	142	151	100	51	....	....	....	....
	do ..... "	3	1		56	20	77	20	97	100	77	23	....	....	....	....
	do ..... "	4	.....		60	21	81	39	120	125	81	44	....	....	....	....
	do ..... "	5	.....		74	33	107	43	150	175	108	67	1	....	....	....
	do ..... "	6	2		87	45	134	44	178	200	136	64	2	....	....	....
	Smith's Falls .....No.	1	3		48	38	89	36	125	137	89	48	....	....	....	....
	do ..... "	2	18		63	38	119	48	167	175	120	55	1	....	....	....
	do ..... "	3	52		73	34	159	46	205	213	161	52	2	....	....	....

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.							
			Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
Lanark, S.—Con.	Smith's Falls ..... No. 5	Crate. 10	Hall. 47	McLean. 20	77	34	111	125	78	47	....	....	....
	do ..... " 4	33	73	30	136	64	200	213	138	75	....	....	2
	do ..... " 6	21	67	40	128	67	195	200	131	69	3	....	....
	do ..... " 7	22	52	12	86	81	167	175	87	88	....	....	....
	do ..... " 8	13	41	31	85	73	158	163	85	78	....	....	....
	do ..... " 9	25	58	33	116	84	200	212	116	96	....	....	....
	do ..... " 10	40	56	22	118	81	199	212	123	89	4	1	....
	Totals	288	1,860	1,312	3,460	1,745	5,205	5,581	3,488	2,093	20	4	....
	Majority for Hall	.....	548										
Leeds	Leeds and Lansdowne, Rear .. No. 1	Dargavel. 70		Sinclair. 37	108	38	146	150	108	42	1	....	....
	do do do .. " 2	46		16	62	39	101	100	62	38	....	1	....
	do do do .. " 3	54		34	90	49	139	150	90	60	2	....	....
	do do do .. " 4	67		15	82	14	96	100	82	18	....	....	....
	do do do .. " 5	35		19	54	19	73	96	54	42	....	....	....
	Leeds and Lansdowne, Front. No. 1	44		31	75	69	144	150	75	75	....	....	....
	do do do .. " 2	23		16	39	36	75	100	39	61	....	....	....
	do do do .. " 3	68		53	121	45	166	200	121	79	....	....	....
	do do do .. " 4	33		34	67	36	103	150	67	83	....	....	....
	do do do .. " 5	29		36	66	39	105	150	66	84	....	1	....
	do do do .. " 6	97		47	145	45	190	200	145	55	....	....	1
	do do do .. " 7	47		33	80	41	121	150	80	70	....	....	....

W. F. Bracken, Returning Officer.

Town of Gananoque	No. 1	50	37	87	26	113	150	87	63	....	....	....	....
do	" 2	80	65	145	77	222	250	145	105	....	....	....	....
do	" 3	66	62	130	72	202	250	130	120	....	2	....	....
do	" 4	103	84	188	79	267	300	188	112	1	....	....	....
do	" 5	52	73	126	65	191	200	126	74	....	....	1	....
do	" 6	48	70	119	40	159	200	119	81	....	....	1	....
Bastard and Burgess	No. 1	113	26	139	56	195	200	139	61	....	....	....	....
do	" 2	49	31	82	45	127	150	82	68	2	....	....	....
do	" 3	29	51	81	39	120	150	81	69	1	....	....	....
do	" 4	60	51	115	49	164	200	115	85	....	1	4	....
do	" 5	50	89	141	25	166	200	141	59	1	1	....	....
Front of Escott	No. 1	36	45	81	43	124	150	81	69	....	....	....	....
do	" 2	38	35	73	30	103	150	73	77	....	....	....	....
do	" 3	42	28	70	19	89	100	70	30	....	....	....	....
North Crosby	No. 1	61	25	86	18	104	150	86	64	....	....	....	....
do	" 2	30	24	54	42	96	100	54	46	....	....	....	....
do	" 3	43	21	64	25	89	100	64	36	....	....	....	....
South Crosby	No. 1	91	38	130	69	199	200	130	70	1	....	....	....
do	" 2	79	79	161	51	212	250	161	89	3	1	....	....
do	" 3	37	26	63	35	98	100	63	37	....	....	....	....
Village of Westport		69	82	153	69	222	250	153	97	2	....	....	....
Village of Newboro		57	23	81	30	111	150	81	69	1	4	....	....
Front of Yonge	No. 1	47	95	142	36	178	200	142	58	....	....	....	....
do	" 2	32	43	75	38	113	150	75	75	....	....	....	....
do	" 3	50	33	85	26	111	150	85	65	2	1	....	....
Totals		2,025	1,607	3,660	1,574	5,234	6,146	3,660	2,486	17	11	8	....
Majority for Dargavel		418											

			Carscallen.	Madole.									
Lennox	Amherst Island	No. 1	46	64	110	35	145	150	112	38	2	....	....	....
	do	" 2	24	41	65	18	83	100	65	35	....	....	....	....
	Adolphustown	No. 1	63	48	111	36	147	175	111	64	....	....	....	....
	do	" 2	14	19	33	5	38	50	33	17	....	....	....	....
	Bath Village		38	40	78	14	92	100	78	22	....	....	....	....
	Ernesttown	No. 1	37	38	75	43	118	125	76	49	1	....	....	....
	do	" 2	93	53	146	31	177	200	146	54	....	....	....	....
	do	" 3	62	40	102	23	125	150	104	46	1	....	....	....
	do	" 4	45	46	91	31	122	150	92	58	....	....	1	....
	do	" 5	90	52	142	47	189	200	143	57	1	....	....	....
	do	" 6	61	41	102	39	141	150	103	47	....	....	1	....
	Fredericksburgh, South	No. 1	76	43	119	39	158	175	121	54	2	....	....	....
	do do	" 2	76	47	123	30	153	175	124	51	1	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
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Lennox—Con.		Carscallen.	Madole.									
	Fredericksburg, North ..... No. 1	52	43	95	20	115	125	96	29	....	....	1 ....
	do do .... " 2	58	65	123	31	154	175	123	52	....	....	....
	do do .... " 3	58	87	145	43	188	200	146	54	1	....	....
	Richmond ..... No. 1	79	87	166	50	216	225	168	57	....	....	2 ....
	do ..... " 2	57	81	138	32	170	200	138	62	....	....	....
	do ..... " 3	54	24	78	17	95	100	78	22	....	....	....
	do ..... " 4	65	64	129	21	150	175	130	45	1	....	....
	Napanee Town—											
	All of East Ward	56	49	105	56	161	175	106	69	....	....	1 ....
	Centre Ward ..... No. 1	84	48	132	93	225	250	138	112	2	4	....
	do ..... " 2	63	58	121	37	158	175	122	53	1	....	....
	West Ward ..... No. 1	67	51	118	27	145	150	118	32	....	....	....
	do ..... " 2	67	57	124	38	162	175	125	50	....	1	....
	Totals	1,485	1,286	2,771	856	3,627	4,025	2,796	1,229	13	5	6 ....
	Majority for Carscallen	199										
		Drope.	Marshall.									
Lincoln	Pelham ..... Sub-division No. 1	35	49	85	27	102	158	84	73	1	....	....
	do ..... " " " 2	44	60	104	44	148	175	104	71	....	....	....
	do ..... " " " 3	45	78	123	24	147	175	123	51	....	1	....
	do ..... " " " 4	13	65	78	23	101	155	78	77	....	....	....
	do ..... " " " 5	21	19	40	9	49	75	40	35	....	....	....

JAMES REID, Returning Officer.

	do	"	"	"	6	40	95	136	28	164	208	135	71	1	1	....	....
	do	"	"	"	7	33	76	109	29	135	175	109	66	....	....	....	....
	Gainsboro	Sub-division		No.	1	57	61	118	19	137	177	118	59	....	....	....	....
	do	"	"	"	2	16	70	88	14	102	157	86	69	2	....	....	....
	do	"	"	"	3	19	49	68	11	79	100	68	32	....	....	....	....
	do	"	"	"	4	24	56	80	20	100	126	80	46	....	....	....	....
	do	"	"	"	5	22	45	67	12	79	104	67	37	....	....	....	....
	do	"	"	"	6	18	42	60	10	70	104	60	44	....	....	....	....
	do	"	"	"	7	20	63	83	16	99	125	83	42	....	....	....	....
	Caistor	Sub-division		No.	1	29	33	62	16	78	100	62	38	....	....	....	....
	do	"	"	"	2	21	59	81	29	110	157	80	76	1	....	....	....
	do	"	"	"	3	41	32	73	14	97	125	73	52	....	....	....	....
	do	"	"	"	4	31	50	81	21	102	125	81	44	....	....	....	....
	do	"	"	"	5	3	49	52	9	61	100	52	48	....	....	....	....
	South Grimsby	Sub-division		No.	1	47	102	149	44	193	227	149	78	....	....	....	....
	do	"	"	"	2	33	53	86	25	111	152	86	66	....	....	....	....
	do	"	"	"	3	25	54	79	14	93	127	79	48	....	....	....	....
	North Grimsby	Sub-division		No.	1	87	52	140	30	170	200	139	60	1	....	....	....
	do	"	"	"	2	61	19	80	41	121	150	80	70	....	....	....	....
	do	"	"	"	3	40	27	67	24	91	126	67	59	....	....	....	....
	do	"	"	"	4	27	22	49	32	79	100	49	51	....	....	....	....
	Grimsby Village			No.	1	60	23	83	29	112	157	83	74	....	....	....	....
	do			"	2	84	66	153	34	187	225	150	72	3	....	....	....
	do			"	3	81	33	114	59	173	195	114	78	....	2	1	....
	Clinton	Sub-division		No.	1	91	57	149	71	220	250	148	100	1	1	....	....
	do	"	"	"	2	35	80	115	36	151	200	115	84	....	....	1	....
	do	"	"	"	3	38	38	76	22	98	148	76	72	....	....	....	....
	do	"	"	"	4	109	48	157	58	215	250	157	92	....	1	....	....
	Beamsville Village			No.	1	141	106	248	58	306	350	247	102	1	....	....	....
	Louth	Sub-division		No.	1	68	62	130	37	167	200	130	70	....	....	....	....
	do	"	"	"	2	83	89	172	58	230	250	172	78	....	....	....	....
	do	"	"	"	3	82	44	126	32	158	200	126	74	....	....	....	....
	do	"	"	"	4	46	25	71	28	99	125	71	54	....	....	....	....
	Totals					1,770	2,051	3,821	1,133	4,934	6,253	3,821	2,413	11	6	2	....
	Majority for Marshall					281											

WILLIAM D. FAIRBROTHER,
Returning Officer.

					Beck.	Jacobs.	Stevenson.									
London	Polling Sub-Division			No.	1	43	6	16	65	28	93	100	67	33	1	1	....	....
	do	do		"	2	43	3	18	64	36	100	125	64	61	....	....	....	....
	do	do		"	3	88	4	27	119	66	185	200	119	81	....	....	....	....
	do	do		"	4	55	3	19	77	77	154	175	78	97	1	....	....	....
	do	do		"	5	56	4	32	92	63	155	75	97	78	5	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Beck. Jacobs. Stevenson.										
London.—Con.	Polling Sub-Division .....No. 6	76 2 38	116	77	193	200	119	81	3	....	....	....
	do do ..... " 7	80 11 45	136	98	234	250	136	114	....	....	....	....
	do do ..... " 8	43 8 31	82	54	136	150	85	65	....	3	....	....
	do do ..... " 9	68 4 53	125	83	208	225	126	99	1	....	....	....
	do do ..... " 10	65 1 68	134	78	212	225	135	89	1	....	....	....
	do do ..... " 11	61 7 34	102	57	159	175	103	72	....	....	1	....
	do do ..... " 12	67 6 52	125	98	223	250	125	125	....	....	....	....
	do do ..... " 13	55 5 83	143	55	198	200	143	57	....	....	....	....
	do do ..... " 14	74 1 61	136	62	198	200	137	63	1	....	....	....
	do do ..... " 15	94 5 61	160	63	223	225	160	65	....	....	....	....
	do do ..... " 16	76 5 62	143	78	221	225	144	81	....	1	....	....
	do do ..... " 17	69 4 31	104	70	174	175	109	66	....	5	....	....
	do do ..... " 18	77 3 41	121	55	176	200	125	25	1	1	2	....
	do do ..... " 19	56 5 32	93	65	158	175	94	81	1	....	....	....
	do do ..... " 20	56 1 51	108	71	179	200	110	90	2	....	....	....
	do do ..... " 21	58 2 43	103	74	177	200	103	97	....	....	....	....
	do do ..... " 22	75 4 62	141	51	192	200	142	58	1	....	....	....
	do do ..... " 23	85 1 56	142	63	205	225	145	80	3	....	....	....
	do do ..... " 24	62 7 41	110	43	153	170	112	63	2	....	....	....
	do do ..... " 25	72 10 43	125	45	170	175	127	48	2	....	....	....
	do do ..... " 26	56 8 41	105	73	178	200	106	94	1	....	....	....
	do do ..... " 27	65 15 45	125	82	207	225	125	100	....	....	....	....
	do do ..... " 28	71 18 44	133	80	213	225	133	92	....	....	....	....
	do do ..... " 29	56 2 43	101	58	159	175	103	72	1	1	....	....
	do do ..... " 30	33 4 57	94	137	231	250	96	154	2	....	....	....

FINLAY EWART PERRIN, Returning Officer.

| | | |

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Gamey.	Wilson.									
Manitoulin	Tp. of Nairn ..... No. 1		35	4	39	46	85	100	39	61	....	....	....	....
	Tp. of Lorne ..... No. 1A		25	3	28	17	45	125	28	95	2	....	....	....
	Cockburn Id. ..... No. 2		32	29	61	29	90	100	62	38	1	....	....	....
	Gore Bay ..... No. 3		70	39	109	59	168	175	109	66	....	....	....	....
	Tp. of Gordon ..... No. 4		110	23	133	37	170	178	133	45	....	....	....	....
	Burpee ..... No. 5		45	16	61	8	69	75	61	14	....	....	....	....
	Long Bay ..... No. 6		25	25	50	11	61	75	50	25	....	....	....	....
	Grimesthorpe ..... No. 7		46	36	82	30	112	126	82	44	....	....	....	....
	Billings ..... No. 8		66	32	98	58	156	150	98	51	....	....	1	....
	Honora ..... No. 9		20	13	33	190	223	50	33	17	....	....	....	....
	Little Current ..... No. 10		107	119	226	85	311	325	229	96	3	....	....	....
	Green Bay ..... No. 11		14	16	30	193	223	75	30	45	....	....	....	....
	Sheginandah ..... No. 12		45	73	118	105	223	150	118	30	1	1	....	....
	Providence Bay ..... No. 13		47	51	98	33	131	125	98	27	....	....	....	....
	Mindemoya ..... No. 14		22	43	65	15	80	125	65	60	....	....	....	....
	Sandfield Mills ..... No. 15		15	7	22	53	75	50	22	27	1	....	....	....
	Newman's Settlement ..... No. 16		4	6	10	65	75	25	10	15	....	....	....	....
	Big Lake ..... No. 17		19	12	31	44	75	50	31	19	....	....	....	....
	Blue Jay ..... No. 18		41	23	64	67	131	100	64	36	....	....	....	....
	Bidwell ..... No. 19		31	3	34	228	262	50	34	16	....	....	....	....
	Manitowaning ..... No. 20		92	84	176	86	262	226	176	47	1	1	1	....
	Dawson ..... No. 21		23	28	51	21	72	75	51	23	....	....	1	....
	Robinson ..... No. 22		36	31	67	15	82	100	67	33	....	....	....	....
	Mills ..... No. 23		30	14	44	14	58	75	44	31	....	....	....	....
	Barrie Island ..... No. 24		23	14	37	3	40	50	37	13	....	....	....	....

ALBERT E. GRAHAM, Returning Officer.

Killarney	No. 25	16	48	64	28	92	101	64	37	....	....	....	....
Collins' Inlet	No. 26	21	42	63	25	88	101	63	38	....	....	....	....
Picnic Id.	No. 27	1	2	3	1	4	25	3	22	....	....	....	....
Whitefish Mouth	No. 28	3	10	13	9	22	25	13	12	....	....	....	....
Espanola	No. 29	20	48	68	69	137	153	68	85	....	....	....	....
Tp. of Allan	No. 30	19	.....	19	9	28	51	19	32	....	....	....	....
Espanola Stn.	No. 31	28	23	51	19	70	100	51	49	....	....	....	....
Tp. of Louise	No. 32	5	11	16	12	28	50	16	34	....	....	....	....
The Slash	No. 33	27	9	36	95	131	77	36	40	....	....	....	....
Totals		1,163	937	2,100	1,779	3,879	3,438	2,104	1,323	9	2	3	....
Majority for Gamey		226											

JAMES L. ROBSON,
Returning Officer.

			Laidlaw.	McFarlan.									
Middlesex, East .	City of London	No. 63	17	55	72	29	101	175	72	103	....	....	....	....
	do	" 64	29	53	82	68	150	200	83	117	....	1	....	....
	do	" 65	22	90	112	55	167	225	112	113	....	....	....	....
	do	" 66	43	102	145	105	250	300	145	155	....	....	....	....
	do	" 67	22	93	115	52	167	250	118	132	....	3	....	....
	do	" 2	37	39	76	33	109	125	78	47	2	....	....	....
	West Nissouri	No. 1	42	90	132	48	180	200	133	67	1	....	....	....
	do	" 3	42	62	104	22	126	150	104	46	....	....	....	....
	do	" 4	31	31	62	24	86	100	62	38	....	....	....	....
	do	" 5	29	14	43	22	65	100	45	55	2	....	....	....
	do	" 6	40	25	65	20	85	100	65	35	....	....	....	....
	do	" 7	65	25	90	11	101	150	90	60	....	....	....	....
	do	" 8	67	6	73	30	103	150	73	77	....	....	....	....
	London Tp.	No. 1	35	66	101	55	156	175	101	74	....	....	....	....
	do	" 2	32	67	99	41	140	175	99	76	....	....	....	....
	do	" 3	23	45	68	31	99	125	69	56	....	1	....	....
	do	" 4	95	65	160	34	194	225	160	65	....	....	....	....
	do	" 5	51	52	103	26	129	150	103	47	....	....	....	....
	do	" 6	20	48	68	23	91	125	68	57	....	....	....	....
	do	" 7	13	40	53	44	97	125	53	72	....	....	....	....
	do	" 8	27	45	72	46	118	125	73	52	1	....	....	....
	do	" 9	21	53	74	28	102	125	74	51	....	....	....	....
	do	" 10	36	66	102	23	125	150	103	47	1	....	....	....
	do	" 11	29	53	82	18	100	150	82	68	....	....	....	....
	do	" 12	17	58	75	26	101	125	75	50	....	....	....	....
	do	" 13	38	51	89	50	139	175	89	86	....	....	....	....
	do	" 14	43	57	100	43	143	175	101	74	1	....	....	....
	do	" 15	9	45	54	66	120	150	55	95	1	....	....	....
	do	" 16	15	22	37	37	74	100	38	62	1	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Laidlaw.	McFarlan.									
Middlesex, E.....	Dorchester .....No. 1	30	34	64	14	78	100	64	36	....	....	....
	do ..... " 2	17	28	45	14	59	75	45	30	....	....	....
	do ..... " 3	46	79	125	32	157	200	125	75	....	....	....
	do ..... " 4	20	46	66	38	104	150	66	84	....	....	....
	do ..... " 5	42	58	100	25	125	175	100	75	....	....	....
	do ..... " 6	55	16	71	19	90	125	72	53	1	....	....
	do ..... " 7	38	71	109	32	141	175	109	66	....	....	....
	do ..... " 8	23	64	87	32	119	150	87	63	....	....	....
	do ..... " 9	45	50	95	28	123	150	95	55	....	....	....
	Westminster .....No. 1	64	38	102	24	126	150	102	48	....	....	....
	do ..... " 2	94	27	121	29	150	200	121	79	....	....	....
	do ..... " 3	38	29	67	16	83	125	67	58	....	....	....
	do ..... " 4	65	15	80	27	107	125	80	45	....	....	....
	do ..... " 5	39	10	49	36	85	100	49	51	....	....	....
	do ..... " 6	64	67	131	59	190	225	131	94	....	....	....
	do ..... " 7	96	51	147	49	196	225	147	78	....	....	....
	do ..... " 8	63	58	124	28	152	175	124	51	3	....	....
	do ..... " 9	64	62	127	29	156	200	127	73	1	....	....
	do ..... " 10	82	62	146	64	210	250	146	104	2	....	....
	Totals	1,975	2,383	4,358	1,711	6,069	7,675	4,139	3,536	21	1	....
	Majority for McFarlan	.....	408									

Middlesex, North.	Adelaide	No.	1	46	46	92	43	135	135	92	43	....	....	....	....
	do	"	2	25	25	51	22	85	90	51	26	....	1	....	....
	do	"	3	52	81	133	59	192	195	133	62	....	....	....	....
	do	"	4	79	47	126	52	178	180	126	54	....	....	....	....
	do	"	5	26	21	47	12	59	65	47	18	....	....	....	....
	East Williams	No.	1	71	30	101	16	117	125	102	23	1	....	....	....
	do	"	2	75	26	101	23	124	135	102	33	1	....	....	....
	do	"	3	71	58	129	15	144	150	129	21	....	....	....	....
	West Williams	No.	1	16	19	35	13	48	55	35	20	....	....	....	....
	do	"	2	52	26	78	16	94	95	78	17	....	....	....	....
	do	"	3	59	25	84	27	111	115	84	31	....	....	....	....
	do	"	4	57	41	98	12	110	115	99	16	1	....	....	....
	Parkhill	No.	1	49	32	81	29	110	120	81	39	....	....	....	....
	do	"	2	59	32	91	10	101	110	92	18	....	....	....	1
	do	"	3	65	52	117	38	155	150	119	31	....	2	....	....
	Ailsa Craig	No.	1	85	48	133	20	153	160	134	26	1	....	....	....
	Lucan	No.	1	22	56	78	22	102	110	80	30	1	1	....	....
	do	"	2	29	53	82	30	112	150	82	33	....	....	....	....
	Strathroy	No.	1	58	67	125	30	155	180	125	54	....	....	1	....
	do	"	2	44	30	74	17	91	95	74	21	....	....	....	....
	do	"	3	76	65	141	105	246	250	142	108	1	....	....	....
	do	"	4	73	53	126	35	161	160	126	34	....	....	....	....
	do	"	5	66	58	124	35	159	160	125	35	1	....	....	....
	do	"	6	60	66	126	39	165	165	126	39	....	....	....	....
	Metcalfe	No.	1	21	49	70	16	86	95	70	24	....	....	1	....
	do	"	2	15	42	57	13	70	85	57	28	....	2	....	....
	do	"	3	35	32	67	10	77	90	69	21	....	....	2	....
	do	"	4	33	42	75	17	92	100	75	25	....	....	....	....
	do	"	5	44	25	69	21	91	100	69	31	....	....	....	....
	McGillivray	No.	1	29	55	84	26	110	115	84	31	....	....	....	....
	do	"	2	46	42	88	24	112	120	89	31	1	....	....	....
	do	"	3	44	58	102	24	126	135	102	33	....	....	....	....
	do	"	4	48	22	70	21	91	95	70	25	....	....	....	....
	do	"	5	65	46	111	29	140	145	111	34	....	....	....	....
	do	"	6	53	33	86	17	103	115	86	29	....	....	....	....
	do	"	7	52	44	96	22	118	125	96	29	....	....	....	....
	Biddulph	No.	1	34	60	94	17	111	120	94	26	....	....	....	....
	do	"	2	37	61	98	13	111	120	98	22	....	....	....	....
	do	"	3	17	46	63	10	73	85	63	22	....	....	....	....
	do	"	4	59	35	94	27	121	130	94	36	....	....	....	....
	do	"	5	42	107	149	31	182	188	149	39	....	....	....	....
	Totals			1,989	1,869	3,858	1,061	4,919	5,193	3,877	1,316	8	6	4	1
	Majority for Grieve			120											

JOHN D. DRUMMOND,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Elliott.	Galbraith.									
West Middlesex	Caradoc ..... No. 1		71	51	122	.....	.....	170	.....	.....	....	....	....	....
	do ..... " 2		55	39	94	.....	.....	131	.....	.....	....	....	....	....
	do ..... " 3		87	60	147	.....	.....	198	.....	.....	....	....	....	....
	do ..... " 4		102	19	121	.....	.....	164	.....	.....	....	....	....	....
	do ..... " 5		65	22	87	.....	.....	118	.....	.....	....	....	....	....
	do ..... " 6		54	25	79	.....	.....	127	.....	.....	....	....	....	....
	do ..... " 7		58	21	79	299	1,028	120	729	299	....	....	....	....
	Ekfrid ..... No. 1		29	19	48	.....	.....	75	.....	.....	....	....	....	....
	do ..... " 2		33	35	68	.....	.....	80	.....	.....	....	....	....	....
	do ..... " 3		68	44	112	.....	.....	143	.....	.....	....	....	....	....
	do ..... " 4		33	30	63	.....	.....	83	.....	.....	....	....	....	....
	do ..... " 5		31	33	64	.....	.....	90	.....	.....	....	....	....	....
	do ..... " 6		44	58	102	.....	.....	135	.....	.....	....	....	....	....
	do ..... " 7		45	28	73	164	694	88	530	164	....	....	....	....
	Delaware ..... No. 1		57	29	86	.....	.....	112	.....	.....	....	....	....	....
	do ..... " 2		47	53	100	.....	.....	134	.....	.....	....	....	....	....
	do ..... " 3		36	41	77	.....	.....	100	.....	.....	....	....	....	....
	do ..... " 4		25	30	55	94	412	66	318	94	....	....	....	....
	Lobo ..... No. 1		72	35	107	.....	.....	134	.....	.....	....	....	....	....
	do ..... " 2		78	60	138	.....	.....	170	.....	.....	....	....	....	....
	do ..... " 3		81	20	101	....	....	142	.....	.....	....	....	....	....
	do ..... " 4		109	22	131	.....	.....	156	.....	.....	....	....	....	....
	do ..... " 5		70	31	101	165	743	141	578	165	....	....	....	....
	Mosa ..... No. 1		49	32	81	.....	.....	114	.....	.....	....	....	....	....
	do ..... " 2		43	14	57	.....	.....	73	.....	.....	....	....	....	....

DAVID JAMES DONALDSON, Returning Officer.

do	" 3	39	25	64	.....	.....	94	.....	.....	....	....	....	....
do	" 4	58	56	114	.....	.....	146	.....	.....	....	....	....	....
do	" 5	38	22	60	.....	.....	76	.....	.....	....	....	....	....
do	" 6	38	15	53	133	562	73	429	133	....	....	....	....
Glencoe	No. 1	55	42	97	.....	.....	124	.....	.....	....	....	....	....
do	" 2	48	39	87	50	234	110	184	50	....	....	....	....
Newbury	No. 1	47	21	68	28	96	96	68	28	....	....	....	....
Wardsville	No. 1	33	17	50	27	77	77	50	27	....	....	....	....
Totals		1,798	1,088	2,886	960	3,846	3,846	2,886	960	....	....	....	....
Majority for Elliott		710											

ISAAC BROCK AULPH,
Returning Officer.

		Armstrong.	Lankin.									
Muskoka	No. 1	62	11	73	102	175	200	73	127	....	....	....	....
do	" 2	68	37	105	32	137	125	105	20	....	....	....	....
do	" 3	72	57	129	40	169	175	129	43	3	....	....	....
do	" 4	84	44	128	53	181	200	128	70	2	....	....	....
do	" 5	83	37	120	49	169	175	120	54	....	1	....	....
do	" 6	29	14	43	27	70	100	43	57	....	....	....	....
do	" 7	14	3	17	5	22	50	17	33	....	....	1	....
do	" 8	72	34	106	88	194	225	106	119	....	....	....	....
do	" 9	26	11	37	19	67	75	37	38	....	....	....	....
do	" 10	49	25	74	65	139	150	74	76	....	....	....	....
do	" 11	21	29	50	37	87	100	50	50	....	....	....	....
do	" 12	80	66	146	69	215	225	6	76	....	3	....	....
do	" 13	62	51	113	45	158	175	113	62	....	1	....	....
do	" 14	22	7	29	18	47	50	29	18	....	....	....	....
do	" 15	95	76	171	121	293	300	171	129	....	....	....	....
do	" 16	25	16	41	30	71	100	41	58	1	....	....	....
do	" 17	92	73	165	98	263	275	165	109	1	....	....	....
do	" 18	17	7	24	32	56	75	24	51	....	....	....	....
do	" 19	9	6	15	5	20	25	15	10	....	....	....	....
do	" 20	20	4	24	32	56	75	24	51	....	....	....	....
do	" 21	8	6	14	15	29	50	14	36	....	....	....	....
do	" 22	27	20	47	16	63	75	47	28	....	....	....	....
do	" 23	7	.....	7	7	14	25	7	18	....	....	....	....
do	" 24	14	10	24	20	44	50	24	26	....	....	....	....
do	" 25	9	3	12	15	27	50	12	38	....	....	....	....
do	" 26	10	4	14	12	26	50	14	36	....	....	....	....
do	" 27	50	17	67	23	90	100	67	33	....	....	....	....
do	" 28	50	15	65	39	104	125	60	65	....	....	....	....
do	" 29	36	14	50	15	65	75	50	25	....	....	....	....
do	" 30	20	14	34	8	42	50	34	16	....	....	....	....

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Armstrong.	Lankin.										
Muskoka.—Con...	Muskoka . . . . . No. 31	48	31	79	19	98	125	79	46	....	....	....	....
	do . . . . . " 32	39	8	47	20	67	75	47	28	....	....	....	....
	do . . . . . " 33	32	30	62	39	101	125	62	63	....	....	....	....
	do . . . . . " 34	16	12	28	18	46	50	28	22	....	....	....	....
	do . . . . . " 35	40	28	68	37	105	125	68	57	....	....	....	....
	do . . . . . " 36	26	7	33	10	43	50	33	17	....	....	....	....
	do . . . . . " 37	35	25	60	54	114	125	60	65	....	....	....	....
	do . . . . . " 38	10	2	12	4	16	25	12	13	....	....	....	....
	do . . . . . " 39	23	15	38	17	55	75	38	35	2	....	....	....
	do . . . . . " 40	57	18	75	16	91	100	75	25	....	....	....	....
	do . . . . . " 41	32	24	56	19	75	100	56	44	....	....	....	....
	do . . . . . " 42	8	10	18	26	44	50	18	32	....	....	....	....
	do . . . . . " 43	2	5	7	20	27	50	7	43	....	....	....	....
	do . . . . . " 44	2	22	24	19	41	50	24	26	....	....	....	....
	do . . . . . " 45	26	22	48	51	99	125	48	77	....	....	....	....
	do . . . . . " 46	14	13	27	39	66	75	27	47	....	1	....	....
	do . . . . . " 47	71	54	125	34	159	175	125	47	2	1	....	....
	do . . . . . " 48	20	30	50	27	77	100	50	50	....	....	....	....
	do . . . . . " 49	44	22	66	28	94	100	66	34	....	....	....	....
	do . . . . . " 50	40	31	71	26	97	125	71	54	....	....	....	....
	do . . . . . " 51	6	11	17	5	22	50	17	33	....	....	....	....
	do . . . . . " 52	16	13	29	34	63	75	29	45	....	....	....	....
	do . . . . . " 53	29	6	35	15	50	75	35	40	....	....	....	....
	do . . . . . " 54	34	12	46	3	49	75	46	4	....	....	....	....
	do . . . . . " 55	46	13	59	31	90	100	59	41	1	....	....	....

	do	" 56	49	12	61	84	145	150	61	89	....	....	....	....
	do	" 57	29	3	32	30	62	75	32	43	....	....	....	....
	do	" 58	27	10	37	7	44	50	37	23	....	....	....	....
	do	" 59	2	3	5	8	13	25	5	20	....	....	....	....
	Totals		2,056	1,203	3,259	1,878	5,137	6,000	3,259	2,741	12	7	1	....
	Majority for Armstrong		853											

			Burrows.	Musgrove.	Stephens.									
Niagara Falls	Bertie	No. 1	2	43	19	64	30	94	150	65	85	....	1	....	....
	do	" 2	5	54	24	83	54	137	200	85	115	....	....	2	....
	do	" 3	2	71	70	143	45	188	225	145	80	2	....	....	....
	do	" 4	3	86	65	154	70	224	250	158	92	3	....	1	....
	do	" 5	1	44	25	70	25	95	125	71	54	1	....	....	....
	do	" 6	11	84	60	155	42	197	250	157	93	2	....	....	....
	do	" 7	2	46	34	82	28	110	150	84	66	2	....	....	....
	Bridgeburg	" 8	21	109	53	183	149	332	400	185	215	....	2	....	....
	do	" 9	4	58	22	84	71	155	200	84	116	....	....	....	....
	do	" 10	13	31	15	59	60	119	150	60	90	....	1	....	....
	Chippawa	" 11	16	87	44	147	59	206	250	148	102	....	1	....	....
	Fort Erie	" 12	3	66	33	102	62	164	200	105	95	3	....	....	....
	"	" 13	2	49	17	68	34	102	150	68	82	....	....	....	....
	Niagara Falls	" 14	29	51	11	91	36	127	200	92	108	....	....	1	....
	do	" 15	31	138	51	220	148	368	450	221	229	1	....	....	....
	do	" 16	37	107	62	206	104	310	400	208	192	2	....	....	....
	do	" 17	34	81	75	190	69	259	300	190	110	....	....	....	....
	do	" 18	19	69	24	112	48	160	200	113	87	1	....	....	....
	do	" 19	11	90	47	148	55	203	300	149	151	1	....	....	....
	do	" 20	10	54	28	92	48	140	200	92	108	....	....	....	....
	do	" 21	48	125	75	248	110	358	400	249	151	1	....	....	....
	do	" 22	18	68	40	126	67	193	250	126	124	....	....	....	....
	do	" 23	33	59	30	122	59	181	250	124	126	2	....	....	....
	do	" 24	32	49	30	111	70	181	250	112	138	1	....	....	....
	do	" 25	23	48	27	98	57	155	200	98	102	....	....	....	....
	do	" 26	32	49	51	132	76	208	250	142	108	9	1	....	....
	do	" 27	14	52	16	82	45	127	200	86	114	4	....	....	....
	do	" 28	43	124	44	211	96	307	400	211	189	....	....	....	....
	do	" 29	23	81	28	132	51	183	250	134	116	2	....	....	....
	Stamford	" 30	15	70	56	141	88	229	250	142	108	1	....	....	....
	do	" 31	.....	49	27	76	42	118	150	78	72	2	....	....	....
	do	" 32	1	26	15	42	29	71	100	44	56	1	1	....	....
	do	" 33	20	44	13	77	59	136	200	79	121	1	....	1	....
	do	" 34	14	36	46	96	53	149	200	97	103	....	1	....	....

GEORGE TAIT, Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Burrows.	Musgrove.	Stephens.										
Niag. Falls.—Con.	Stamford . . . . . No. 35	9	23	32	64	29	93	150	64	86	....	....	....	....
	do . . . . . " 36	19	39	66	124	76	200	300	128	172	4	....	....	....
	Willoughby . . . . . " 37	5	34	57	96	21	117	150	97	53	1	....	....	....
	do . . . . . " 38	1	50	43	94	37	131	150	94	56	....	....	....	....
	Totals	606	2,444	1,475	4,525	2,302	6,827	8,850	4,585	4,265	47	8	5	....
	Majority for Musgrove		969											
		Marceau.	McIlvenna.	Morel.										
Nipissing	Nipissing . . . . . No. 1	35	6	32	73	58	131	125	73	52	....	....	....	....
	do A to I 2	44	9	42	95	95	190	200	95	103	2	....	....	....
	do M to Z . . . . . " 2	42	7	52	101	106	207	200	101	98	1	....	....	....
	do . . . . . " 3	57	17	41	115	163	278	249	115	131	3	....	....	....
	do A to Z . . . . . " 4	74	22	65	161	107	268	250	161	86	2	1	....	....
	do M to Z . . . . . " 4	54	19	67	140	72	212	200	140	57	2	1	....	....
	do A to Z . . . . . " 5	39	20	48	107	139	246	200	107	88	5	....	....	....
	do M to Z . . . . . " 5	30	12	43	85	124	209	150	85	65	....	....	....	....
	do A to Z . . . . . " 6	27	14	64	105	170	275	250	105	142	3	....	....	....
	do M to Z . . . . . " 6	37	22	40	99	119	218	200	99	98	....	2	1	....
	do . . . . . " 7	38	29	87	154	118	272	250	154	95	1	....	....	....
	do A to Z . . . . . " 8	27	25	60	112	104	216	200	112	82	4	2	....	....
	do M to Z . . . . . " 8	31	20	43	94	106	200	150	94	53	1	2	....	....
	do . . . . . " 9	49	25	65	139	211	350	250	139	109	2	....	....	....

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RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Marceau.	McIlvenna.	Morel.										
Nipissing.—Con.	Nipissing . . . . . No. 54	4	1	22	27	11	38	50	27	23	....	....	....	....
	do . . . . . " 55	.....	.....	3	3	.....	3	25	3	22	....	....	....	....
	Totals	1,580	385	1,638	3,603	2,862	6,465	6,776	3,603	3,105	48	15	5	....
	Majority for Morel			58										
		Atkinson.		Sheahan.										
Norfolk, North...	Simcoe . . . . . No. 1	119		59	178	129	307	325	178	146	1	....	....	....
	do . . . . . " 2	93		54	147	94	241	275	147	127	1	....	....	....
	do . . . . . " 3	62		53	115	77	192	225	115	107	2	1	....	....
	do . . . . . " 4	102		60	162	90	252	275	162	113	....	....	....	....
	do . . . . . " 5	78		33	111	65	176	200	111	86	2	1	....	....
	Windham . . . . . No. 1	56		9	65	92	157	175	65	107	2	1	....	....
	do . . . . . " 2	67		13	80	70	150	175	80	96	1	....	....	....
	do . . . . . " 3	50		22	72	68	140	150	72	78	....	....	....	....
	do . . . . . " 4	66		26	92	63	155	175	92	83	....	....	....	....
	do . . . . . " 5	59		24	83	55	138	150	83	66	....	1	....	....
	do . . . . . " 6	53		29	82	51	133	150	82	67	1	1	....	....
	do . . . . . " 7	57		36	93	51	144	175	93	80	2	....	....	....
	Waterford . . . . . No. 1	54		27	81	89	170	200	81	116	3	....	....	....
	do . . . . . " 2	96		20	116	68	184	200	81	81	3	....	....	....
	Townsend . . . . . No. 1	59		12	71	58	129	150	71	79	....	....	....	....
	do . . . . . " 2	84		5	89	50	139	150	89	61	....	....	....	....

FREDERICK S. SNIDER, Returning Officer.

	do ..... " 3	56	11	67	37	104	125	67	57	1	....	....	....
	do ..... " 4	66	3	69	54	123	150	69	78	3	....	....	....
	do ..... " 5	69	2	71	41	112	125	71	54	....	....	....	....
	do ..... " 6	87	3	90	38	128	150	90	53	6	1	....	....
	do ..... " 7	79	4	83	54	137	150	83	66	....	1	....	....
	do ..... " 8	67	6	73	46	119	125	73	49	2	....	....	....
	do ..... " 9	73	3	76	21	97	125	76	49	....	....	....	....
	Delhi ..... No. 1	62	95	157	63	220	250	157	91	....	2	....	....
	Middleton ..... No. 1	45	7	52	90	142	150	52	96	2	....	....	....
	do ..... " 2	39	12	51	99	150	175	51	123	....	1	....	....
	do ..... " 3	55	19	74	83	157	175	74	101	....	....	....	....
	do ..... " 4	36	21	57	66	123	150	57	92	....	1	....	....
	do ..... " 5	38	23	61	30	91	125	61	64	....	....	....	....
	Totals	1,927	691	2,618	1,892	4,510	5,125	2,618	2,466	32	11	....	....
	Majority for Atkinson.....	1,236											

JAMES R. WADDLE, Returning Officer.

			Pratt.	Innes.									
Norfolk, South....	Charlotteville ..... No. 1	75	49	124	34	159	175	126	49	1	1	....	....
	do ..... " 2	51	35	86	23	109	125	87	38	....	....	1	....
	do ..... " 3	88	22	110	38	151	175	113	62	3	....	....	....
	do ..... " 4	32	25	57	40	97	125	57	68	....	....	....	....
	do ..... " 5	54	21	75	21	96	125	75	50	....	....	....	....
	do ..... " 6	49	41	90	44	135	150	91	59	1	....	....	....
	do ..... " 7	48	24	72	46	118	150	72	78	....	....	....	....
	Houghton ..... " 8	43	19	62	28	90	100	62	38	....	....	....	....
	do ..... " 9	36	34	70	25	95	125	70	55	....	....	....	....
	do ..... " 10	74	21	95	39	135	150	96	54	1	....	....	....
	do ..... " 11	40	44	84	21	105	125	84	41	....	....	....	....
	S. Walsingham ..... " 12	26	57	83	25	109	125	84	41	1	....	....	....
	do ..... " 13	52	42	94	23	118	150	95	55	1	....	....	....
	do ..... " 14	53	35	88	34	123	150	89	61	1	....	....	....
	do ..... " 15	48	53	101	31	133	150	102	48	1	....	....	....
	N. Walsingham ..... " 16	49	18	67	18	85	100	67	33	....	....	....	....
	do ..... " 17	44	21	65	29	94	125	65	60	....	....	....	....
	do ..... " 18	49	17	66	29	96	125	67	58	1	....	....	....
	" ..... " 19	47	19	66	26	92	125	66	59	....	....	....	....
	do ..... " 20	58	20	78	31	109	125	80	45	....	....	2	....
	Woodhouse ..... " 21	43	75	118	35	153	175	119	56	....	1	....	....
	do ..... " 22	62	58	120	48	169	200	121	79	1	....	....	....
	do ..... " 23	45	70	115	40	155	175	117	58	....	2	....	....
	do ..... " 24	54	103	157	23	181	200	158	42	1	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
Norfolk, S.—Con.	Port Dover ..... No. 25	Pratt. 40	Innes. 65	105	50	156	175	106	69	1	....	....	....
	do ..... " 26	45	120	165	46	213	250	167	83	2	....	....	....
	Port Rowan ..... " 27	76	105	181	61	243	275	182	93	1	....	....	....
	Totals	1,381	1,213	2,611	908	3,519	4,150	2,618	1,532	17	4	3	....
	Majority for Pratt	168											
Northumberland, E.	Seymour Tp. ..... No. 1	Carlaw. 65	Nesbitt. 44	110	25	135	150	110	40	1	....	....	*
	do ..... " 2	28	43	73	23	95	100	73	27	....	....	....	....
	do ..... " 3	52	66	119	31	150	150	119	31	1	....	....	....
	do ..... " 4	55	43	98	31	129	150	98	52	....	....	....	....
	do ..... " 5	49	37	86	18	104	125	86	39	....	....	....	....
	do ..... " 6	16	38	54	18	72	75	54	21	....	....	....	....
	do ..... " 7	24	31	55	9	64	75	55	20	....	....	....	....
	do ..... " 8	18	42	61	8	69	75	61	14	1	....	....	....
	Percy Tp. ..... No. 1	89	56	146	35	181	200	146	54	1	....	....	....
	do ..... " 2	79	85	164	47	211	225	164	61	....	....	....	....
	do ..... " 3	30	94	125	40	165	175	125	50	1	....	....	....
	do ..... " 4	21	25	46	34	80	100	46	54	....	....	....	....
	do ..... " 5	49	58	109	39	148	150	109	41	2	....	....	....
	do ..... " 6	27	22	50	6	56	75	50	25	1	....	....	....

*2 spoiled ballots.

ROBERT SNETSINGER,
Returning Officer.

Murray Tp.	No. 1	44	77	123	100	223	225	123	102	1	1	....	....	
do	" 2	44	83	127	116	243	250	127	123	....	....	....	....	
do	" 3	59	90	149	21	170	275	146	126	....	....	....	....	
do	" 4	58	86	144	87	231	250	144	106	....	....	....	....	
Brighton Tp.	No. 1	37	48	85	24	109	125	85	40	....	....	....	....	
do	" 2	64	73	138	46	184	200	138	62	....	1	....	....	
do	" 3	66	74	140	46	186	200	140	60	....	....	....	....	
do	" 4	48	61	110	50	160	175	110	65	1	....	....	....	
do	" 5	46	80	127	59	186	200	127	73	1	....	....	....	
Brighton Village	No. 1	46	92	139	80	219	225	139	86	1	....	....	....	
do	" 2	28	64	93	62	155	175	93	82	1	....	....	....	
do	" 3	37	67	104	43	147	150	104	46	....	....	....	....	
Cramahe Tp.	No. 1	25	49	75	49	124	125	75	50	1	....	....	....	
do	" 2	24	74	99	37	136	150	99	51	1	....	....	....	
do	" 3	45	66	111	22	133	150	111	39	....	....	....	....	
do	" 4	56	70	126	22	148	150	126	24	....	....	....	....	
do	" 5	82	57	140	38	178	200	140	60	1	....	1	....	
Colborne Village	No. 1	75	92	169	39	208	225	169	56	2	....	....	....	
do	" 2	26	34	60	24	84	100	60	40	....	....	....	....	
Hastings Village	No. 1	40	70	112	40	152	175	112	63	2	....	....	....	
do	" 2	16	33	49	6	55	75	49	26	....	....	....	....	
Campbellford Tn.	No. 1	76	70	146	69	215	225	146	79	....	....	....	....	
do	" 2	57	58	115	56	171	175	115	60	....	....	....	....	
do	" 3	55	88	144	53	197	200	144	56	....	1	....	....	
do	" 4	37	86	123	49	172	175	123	52	....	....	....	....	
Totals		1,793	2,426	4,244	1,701	5,945	6,400	4,244	2,156	20	3	1	....	
Majority for Nesbitt			633											

		Clark.	Greer.										
Northumberland, W Alnwick	No. 1	78	66	144	28	172	200	145	55	....	1	....	....
do	" 2	15	30	45	5	50	75	46	29	1	....	....	....
South Monaghan	No. 1	53	53	106	29	135	175	106	69	....	....	....	....
do	" 2	50	63	113	61	174	175	114	61	....	....	1	....
Haldimand	No. 1	29	45	74	28	102	125	74	51	....	....	....	....
do	" 2	41	28	69	21	90	104	70	34	1	....	....	....
do	" 3	92	40	132	39	171	200	134	66	2	....	....	....
do	" 4	50	17	67	15	82	100	67	33	....	....	....	....
do	" 5	91	33	124	15	139	175	127	48	....	1	2	....
do	" 6	59	31	90	17	107	125	91	34	1	....	....	....
do	" 7	44	46	90	17	107	125	90	35	....	....	....	....
do	" 8	24	32	56	20	76	100	59	41	3	....	....	....
do	" 9	38	19	57	17	74	100	59	41	2	....	....	....
do	" 10	44	17	61	7	68	100	61	39	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Clark. Greer.										
Northumberland, W.—Con.....	Hamilton ..... No. 1	39 40	79	14	93	125	79	46	....	....	....	....
	do ..... " 2	34 25	59	16	75	100	62	38	3	....	....	....
	do ..... " 3	40 46	86	11	97	125	86	39	....	....	....	....
	do ..... " 4	44 49	93	26	119	150	93	57	....	....	....	....
	do ..... " 5	23 38	61	6	67	100	62	38	....	....	1	....
	do ..... " 6	63 58	121	12	133	175	122	53	....	1	....	....
	do ..... " 7	24 21	45	4	49	75	47	28	2	....	....	....
	do ..... " 8	37 28	65	14	79	100	66	34	1	....	....	....
	do ..... " 9	38 53	91	16	107	125	91	34	....	....	....	....
	do ..... " 10	59 57	116	24	140	175	117	58	1	....	....	....
	Cobourg ..... No. 1	65 78	143	43	186	198	145	53	2	....	....	....
	do ..... " 2	73 94	167	37	204	225	168	57	....	1	....	....
	do ..... " 3	46 64	110	16	126	149	113	36	....	3	....	....
	do ..... " 4	72 129	201	39	240	231	201	30	....	....	....	....
	do ..... " 5	129 72	201	35	236	275	204	71	2	1	....	....
	do ..... " 6	115 98	213	49	262	300	217	83	3	1	....	....
	Totals	1,609 1,470	3,079	681	3,760	4,507	3,116	1,391	24	9	4	....
	Majority for Clark	139										

WILLIAM H. FLOYD, Returning Officer.

THOMAS H. FOSTER, Returning Officer.

				Hoyle.	Widdifield.										
Ontario, North	Rama Tp.	No.	1	13	5	18	19	37	50	19	31	1	....	....	....
	do	"	2	10	20	30	31	61	100	30	70	....	....	....	....
	do	"	3	15	17	32	13	45	100	32	68	....	....	....	....
	do	"	4	29	6	35	15	50	100	35	65	....	....	....	....
	do	"	5	19	1	20	14	34	50	20	30	....	....	....	....
	do	"	6	37	13	50	64	114	150	51	99	1	....	....	....
	Mara Tp.	No.	1	56	48	104	33	137	200	107	93	3	....	1	....
	do	"	2	35	48	83	80	163	200	83	117	1	....	....	....
	do	"	3	37	22	59	31	90	150	59	91	....	....	....	....
	do	"	4	22	21	43	21	64	100	43	57	....	....	....	....
	do	"	5	23	34	57	17	74	75	57	18	....	....	....	....
	do	"	6	40	53	93	40	133	152	93	59	....	....	....	....
	do	"	7	32	24	56	33	89	150	56	94	....	....	....	....
	Thorah Tp.	No.	1	25	17	42	10	52	75	42	33	....	....	....	....
	do	"	2	24	33	57	10	67	75	57	18	....	....	....	....
	do	"	3	29	32	61	30	91	25	61	64	....	....	....	....
	do	"	4	22	10	32	19	51	100	32	68	....	....	....	....
	do	"	5	40	47	87	33	120	125	87	38	....	....	....	....
	Beaverton Village	No.	1	71	35	106	46	152	150	106	44	....	....	....	....
	do	"	2	36	27	63	23	86	100	63	37	....	....	....	....
	Cannington Village	No.	1	66	45	111	20	131	125	111	14	1	1	....	....
	do	"	2	44	41	85	17	102	100	89	11	....	....	....	....
	Brock Tp.	No.	1	28	51	79	16	95	125	81	44	2	....	....	....
	do	"	2	136	37	173	31	204	225	173	52	....	....	....	....
	do	"	3	85	20	105	26	131	150	106	44	....	....	1	....
	do	"	4	68	54	122	33	155	175	124	51	....	2	....	....
	do	"	5	31	36	67	16	83	100	67	33	....	....	....	....
	do	"	6	43	28	71	13	84	150	71	79	....	....	....	....
	do	"	7	39	8	47	24	71	75	52	23	....	....	....	....
	do	"	8	24	35	59	19	68	100	59	41	....	....	....	....
	do	"	9	28	37	65	23	88	100	65	35	....	4	1	....
	Scott Tp.	No.	1	30	60	90	9	99	125	90	35	....	....	....	....
	do	"	2	45	22	67	12	79	100	67	33	....	....	....	....
	do	"	3	34	13	47	14	61	76	47	29	....	....	....	....
	do	"	4	73	99	172	21	193	200	173	27	1	....	....	....
	do	"	5	62	66	128	5	133	150	128	22	1	....	....	....
	Uxbridge Town	No.	1	56	46	102	28	130	150	104	46	....	....	2	....
	do	"	2	49	42	91	24	115	115	94	21	1	2	....	....
	do	"	3	63	57	120	28	148	175	121	54	1	....	....	....
	Uxbridge Tp.	No.	1	37	28	65	15	70	100	66	34	1	....	....	....
	do	"	2	53	62	115	25	140	125	115	10	....	....	....	....
	do	"	3	35	57	92	25	117	125	93	32	....	1	....	....
	do	"	4	20	26	46	3	49	50	46	4	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Hoyle.	Widdifield.									
Ontario,N.—Con..	Uxbridge Tp. .....No. 5	30	31	61	20	81	100	61	39	....	....	....	....
	do ..... " 6	49	60	109	19	118	150	109	41	....	....	2	....
	do ..... " 7	34	16	50	9	59	75	50	25	....	....	....	....
	Totals	1,877	1,590	3,467	1,022	4,251	5,568	3,495	3,073	5	3	7	....
	Majority for Hoyle	287											
		Calder.	Sinclair.										
Ontario, South .	Pickering Tp. .....No. 1	34	54	88	24	112	125	88	37	....	....	....	....
	do ..... " 2	62	101	163	78	241	250	163	85	2	....	....	....
	do ..... " 3	44	62	106	30	136	150	106	43	....	....	....	....
	do ..... " 4	15	16	31	8	39	50	31	19	....	....	....	....
	do ..... " 5	35	37	72	31	103	125	72	53	....	....	....	....
	do ..... " 6	50	28	78	18	96	100	78	22	....	....	....	....
	do ..... " 7	84	86	170	31	201	225	170	53	....	2	....	....
	do ..... " 8	54	59	113	31	144	150	113	31	....	....	....	....
	do ..... " 9	48	32	80	17	97	100	80	16	1	....	....	....
	do ..... " 10	65	83	148	32	180	200	148	31	1	....	....	....
	do ..... " 11	32	64	96	23	119	125	96	23	....	....	....	....
	Whitby Tp. .....No. 1	45	75	120	15	135	150	120	29	....	....	1	....
	do ..... " 2	58	42	100	18	118	125	100	24	1	....	....	....
	do ..... " 3	90	49	139	22	161	175	139	26	....	....	....	....
	do ..... " 4	63	54	117	14	131	150	117	33	....	....	....	....

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RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.- *Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Champagne / Kilt. / Pinard.										
Ottawa, East	St. George Ward .....No. 68	43 / 12 / 50	105	96	201	300	105	193	2	....	....	....
	do ..... " 69	73 / 16 / 38	127	112	239	300	127	163	7	3	....	....
	do ..... " 70	70 / 31 / 67	168	82	250	300	168	126	4	....	....	....
	do ..... " 71	64 / 33 / 88	185	79	264	300	185	110	....	5	....	....
	do ..... " 72	77 / 28 / 71	176	95	271	300	176	120	....	4	....	....
	do ..... " 73	69 / 19 / 69	157	93	250	300	157	141	2	....	....	....
	do ..... " 74	76 / 15 / 50	141	98	239	300	141	156	3	....	....	....
	do ..... " 74 A	33 / 5 / 23	61	35	96	300	61	239	....	....	....	....
	do ..... " 75	57 / 24 / 66	147	71	218	300	147	151	2	....	....	....
	do ..... " 76	57 / 19 / 74	150	121	271	300	150	146	3	1	....	....
	do ..... " 77	59 / 35 / 48	142	75	217	300	142	155	3	....	....	....
	do ..... " 78	80 / 32 / 54	166	108	274	300	166	131	2	1	....	....
	do ..... " 79	73 / 22 / 40	135	131	266	300	135	163	2	....	....	....
	By Ward .....No. 80	43 / 11 / 59	113	92	205	300	113	183	3	1	....	....
	do ..... " 81	67 / 7 / 120	194	102	296	300	194	99	....	7	....	....
	do ..... " 82	55 / 2 / 93	150	88	238	300	150	142	5	3	....	....
	do ..... " 82 A	20 / 1 / 41	62	39	101	300	62	238	....	....	....	....
	do ..... " 83	59 / 5 / 125	189	72	261	350	189	152	3	6	....	....
	do ..... " 84	40 / 7 / 91	138	69	207	300	138	148	4	....	....	....
	do ..... " 85	60 / 6 / 96	162	84	246	300	162	132	6	....	....	....
	do ..... " 85 A	17 / 4 / 34	55	32	87	300	55	244	....	1	....	....
	do ..... " 86	37 / 4 / 86	127	79	206	300	127	168	3	2	....	....
	do ..... " 87	31 / 9 / 86	126	92	218	300	126	174	....	....	....	....
	do ..... " 87 A	13 / 3 / 35	51	50	101	300	51	248	1	....	....	....

ALFRED ST. LAUBENT,
Returning Officer.

	Ottawa Ward ..... No.	88	52	2	121	175	75	250	300	175	124	1	....	....	....
	do ..... "	89	59	8	142	209	55	264	300	209	82	7	2	....	....
	do ..... "	90	70	4	135	209	72	281	300	209	84	7	....	....	....
	do ..... "	91	45	2	114	161	50	211	300	161	135	4	....	....	....
	do ..... "	91 A	26	3	58	87	13	100	300	87	212	1	....	....	....
	do ..... "	92	41	14	100	155	60	215	300	155	143	2	....	....	....
	do ..... "	92 A	16	8	41	65	41	106	300	65	231	3	1	....	....
	do ..... "	93	33	12	41	86	53	139	300	86	211	3	....	....	....
	do ..... "	94	56	7	135	198	87	285	300	198	99	....	3	....	....
	do ..... "	95	55	4	128	187	62	249	300	187	108	5	....	....	....
	do ..... "	95 A	24	3	45	72	50	122	300	72	217	11	....	....	....
	Rideau Ward ..... No.	96	70	17	61	148	91	239	300	148	148	....	4	....	....
	do ..... "	97	94	16	49	159	91	250	300	159	137	4	....	....	....
	do ..... "	98	64	18	69	151	87	238	300	151	141	8	....	....	....
	Totals		1,978	468	2,843	5,289	2,882	8,171	11,450	5,289	6,004	111	46	....	....
	Majority for Pinard				865										

Charles L. Bray, Returning Officer.

			Ellis.	Hurdman.										
Ottawa, West....	Victoria Ward ..... No.	1	72	66	138	144	353	400	139	261	1	....	....	....
	do ..... "	1 A	34	37	71	.....	.....	400	73	327	2	....	....	....
	do ..... "	2	87	90	177	118	295	400	178	222	....	1	....	....
	do ..... "	3	82	39	121	85	206	325	127	198	5	1	....	....
	do ..... "	4	55	36	91	198	289	400	92	308	....	1	....	....
	do ..... "	5	19	11	30	200	230	350	30	320	....	....	....	....
	do ..... "	6	34	95	129	101	301	300	130	170	....	1	....	....
	do ..... "	6 A	22	49	71	.....	.....	300	71	229	....	....	....	....
	do ..... "	7	40	121	161	101	262	375	163	212	1	1	....	....
	do ..... "	8	63	78	141	93	234	250	142	108	1	....	....	....
	Dalhousie Ward ..... No.	10	66	56	122	.....	327	300	122	178	....	....	....	....
	do ..... "	10 A	21	38	59	146	.....	400	60	340	....	1	....	....
	do ..... "	11	32	74	106	183	343	300	106	194	....	....	....	....
	do ..... "	11 A	23	31	54	.....	.....	300	54	246	....	....	....	....
	do ..... "	12	86	81	167	108	275	375	171	204	2	2	....	....
	do ..... "	13	74	71	145	112	315	300	148	152	3	....	....	....
	do ..... "	13 A	32	26	58	.....	.....	300	58	242	....	....	....	....
	do ..... "	14	60	56	116	67	183	300	116	184	....	....	....	....
	do ..... "	15	47	79	126	101	303	300	127	173	1	....	....	....
	do ..... "	15 A	29	47	76	.....	.....	300	76	224	....	....	....	....
	do ..... "	16	73	103	176	104	280	400	177	223	....	1	....	....
	do ..... "	17	57	44	101	71	172	275	101	174	....	....	....	....
	do ..... "	18	106	85	191	87	278	300	191	109	....	....	....	....
	do ..... "	19	25	144	169	64	233	325	174	151	....	4	....	1

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Ellis.	Hurdman.										
Ottawa, W.—Con.	Dalhousie Ward ..... No. 20		37	119	156	89	245	350	166	184	10	....	....	....
	do ..... " 21		68	58	126	130	256	375	128	247	2	....	....	....
	do ..... " 22		32	75	107	137	307	300	110	190	3	....	....	....
	do ..... " 22 A		24	39	63	.....	.....	300	63	237	....	....	....	....
	do ..... " 23		46	132	178	118	296	425	186	239	6	1	1	....
	do ..... " 24		61	89	150	139	363	300	152	148	2	....	....	....
	do ..... " 24 A		30	44	74	.....	.....	300	74	226	....	....	....	....
	do ..... " 25		71	83	154	134	347	300	155	145	....	1	....	....
	do ..... " 25 A		28	31	59	.....	.....	300	60	240	1	....	....	....
	do ..... " 26		72	70	142	140	339	300	146	154	1	3	....	....
	do ..... " 26 A		38	19	57	.....	.....	300	57	243	....	....	....	....
	Wellington Ward ..... No. 27		66	52	118	133	251	276	118	118	....	....	....	....
	do ..... " 28		75	41	116	114	230	250	117	131	1	....	....	....
	do ..... " 29		89	65	154	93	247	250	158	92	....	1	3	....
	do ..... " 30		54	68	122	141	304	200	122	78	....	....	....	....
	do ..... " 30 A		18	23	41	.....	.....	300	41	259	....	....	....	....
	do ..... " 31		51	81	132	86	218	326	133	193	....	1	....	....
	do ..... " 32		57	67	124	169	293	400	125	275	1	....	....	....
	do ..... " 33		50	69	119	96	215	325	119	206	....	....	....	....
	do ..... " 34		68	73	141	90	231	350	143	207	2	....	....	....
	do ..... " 35		63	50	113	84	197	300	113	187	....	....	....	....
	do ..... " 36		87	60	147	61	208	326	149	177	2	....	....	....
	do ..... " 37		80	65	145	77	222	300	145	155	....	....	....	....
	do ..... " 38		84	33	117	88	205	325	120	205	1	2	....	....
	do ..... " 39		74	73	147	89	236	325	147	178	....	....	....	....

do	" 40	81	49	130	125	319	300	131	169	1	....	....	....
do	" 40 A	33	31	64	.....	.....	300	65	235	....	....	1	....
do	" 41	64	45	109	111	220	350	110	240	1	....	....	....
Central Ward	No. 42	35	14	49	195	244	250	49	201	....	....	....	....
do	" 43	64	48	112	104	216	425	112	313	....	....	....	....
do	" 44	69	74	143	142	285	400	143	257	....	....	....	....
do	" 45	78	49	127	88	215	325	139	195	1	....	....	....
do	" 46	91	73	164	115	279	400	166	234	2	....	....	....
do	" 47	105	67	172	122	294	400	174	226	1	1	....	....
do	" 48	86	84	170	116	286	300	170	130	....	....	....	....
do	" 49	89	56	145	98	243	350	146	203	2	....	....	....
do	" 50	89	88	177	94	271	275	179	96	....	....	....	....
do	" 51	73	47	120	79	199	200	121	79	1	....	....	....
do	" 52	74	71	145	96	241	250	146	104	1	....	....	....
do	" 53	48	52	100	99	199	200	101	99	1	....	....	....
do	" 54	85	63	148	99	247	250	149	101	1	....	....	....
do	" 55	57	46	103	72	175	200	106	94	1	2	....	....
Capital Ward	No. 56	58	68	126	136	262	275	126	149	....	....	....	....
do	" 57	92	91	183	114	297	300	185	115	2	....	....	....
do	" 58	59	40	99	145	244	350	99	251	....	....	....	....
do	" 59	92	69	161	112	273	400	161	239	....	....	....	....
do	" 60	105	82	187	108	295	400	188	212	1	....	....	....
do	" 61	81	64	145	79	224	350	147	203	2	....	....	....
do	" 62	57	49	106	73	179	300	106	194	....	....	....	....
do	" 63	76	76	152	95	247	200	154	46	....	1	1	....
do	" 64	70	60	130	69	199	250	131	119	1	....	....	....
do	" 65	89	68	157	98	255	375	157	218	....	....	....	....
do	" 66	88	74	162	113	275	400	165	235	3	....	....	....
do	" 67	99	140	239	253	507	300	242	58	....	....	3	....
do	" 67 A	61	54	115	.....	.....	300	116	184	1	....	....	....
Totals		4,910	5,028	9,938	7,441	17,379	20,553	10,149	10,404	71	30	10	....
Majority for Hurdman			118										

			Buttler.	Rowell.									
Oxford, North ..	Blandford	No. 1	64	25	89	12	101	105	89	16	....	....	....
	do	" 2	32	23	55	10	65	75	55	19	1	....	....
	do	" 3	36	39	75	11	86	100	75	25	....	....	....
	do	" 4	35	25	60	11	71	75	60	15	....	....	....
	do	" 5	29	40	69	13	82	100	69	31	....	....	....
	Blenheim	No. 1	55	72	127	27	154	154	127	27	....	....	....
	do	" 2	47	47	94	30	124	124	94	29	1	....	....
	do	" 3	52	49	101	26	127	129	101	24	4	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

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		Buttler. Rowell.										
Oxford, N.—Con...	Blenheim ..... No. 4	32 45	77	13	90	100	77	23	....	....	....	....
	do ..... " 5	86 74	160	38	198	200	160	34	1	5	....	....
	do ..... " 6	15 72	87	10	97	100	87	13	....	....	....	....
	do ..... " 7	16 71	87	11	98	100	87	13	....	....	....	....
	do ..... " 8	66 85	151	22	173	175	151	22	1	1	....	....
	do ..... " 9	28 60	88	18	106	105	88	17	....	....	....	....
	East Nissouri ..... No. 1	48 66	114	27	141	150	114	35	1	....	....	....
	do ..... " 2	51 73	124	25	149	150	124	26	....	....	....	....
	do ..... " 3	9 50	59	13	72	75	59	15	1	....	....	....
	do ..... " 4	4 49	53	9	62	75	53	22	....	....	....	....
	do ..... " 5	25 40	65	12	77	100	65	35	....	....	....	....
	do ..... " 6	28 34	62	16	78	100	62	38	....	....	....	....
	do ..... " 7	39 39	78	18	96	100	78	21	1	....	....	....
	do ..... " 8	42 31	73	11	84	100	73	27	....	....	....	....
	East Zorra ..... No. 1	93 85	178	45	223	225	178	46	1	....	....	....
	do ..... " 2	35 98	133	31	164	175	133	42	....	....	....	....
	do ..... " 3	53 94	147	45	192	200	147	53	....	....	....	....
	do ..... " 4	16 54	70	34	104	125	70	54	1	....	....	....
	do ..... " 5	47 69	116	39	155	175	116	59	....	....	....	....
	do ..... " 6	61 32	93	54	147	150	93	54	3	....	....	....
	West Zorra ..... No. 1	28 71	99	25	124	125	99	25	1	....	....	....
	do ..... " 2	43 60	103	30	133	150	103	47	....	....	....	....
	do ..... " 3	17 81	98	52	150	150	98	52	....	....	....	....
	do ..... " 4	43 79	122	36	158	175	122	53	....	....	....	....
	do ..... " 5	38 102	140	62	202	225	140	85	....	....	....	....

WESLEY S. WEST, Returning Officer.

Woodstock, St. Andrew's Ward	No. 1	163	88	251	55	306	325	251	67	7	....	....	....
do do	" 2	88	47	135	34	169	174	135	35	4	....	....	....
do St. David's Ward	No. 1	127	108	235	45	280	300	235	62	3	....	....	....
do do	" 2	126	77	203	46	249	250	203	42	5	....	....	....
do St. George's Ward	No. 1	93	71	164	33	197	200	164	34	2	....	....	....
do do	" 2	99	61	160	45	205	225	160	62	3	....	....	....
do do	" 3	46	40	86	17	103	125	86	39	....	....	....	....
do do	" 4	80	66	146	30	176	199	146	48	2	3	....	....
do St. John's Ward	No. 1	95	56	151	36	187	200	151	45	4	....	....	....
do do	" 2	126	39	165	34	199	198	165	30	3	....	....	....
do do	" 3	118	63	181	16	197	200	181	17	2	....	....	....
do St. Patrick's Ward	No. 1	112	70	182	35	217	225	182	41	1	1	....	....
do do	" 2	82	58	140	37	177	200	140	57	....	....	3	....
do do	" 3	123	67	190	51	241	250	190	60	....	....	....	....
Embro Village		39	60	99	14	113	125	99	26	....	....	....	....
Tavistock Village		105	143	248	54	302	325	248	73	3	....	1	....
Totals		2,935	3,948	5,983	1,418	7,401	7,888	5,983	1,835	51	15	4	....
Majority for Rowell			113										

THOMAS WELLS,
Returning Officer.

			Mayberry.	Sinclair.									
Oxford, South ..	Ingersoll	No. 1	87	114	201	59	260	276	201	75	....	....	....
do		" 2	58	90	148	70	218	225	148	75	1	1	....
do		" 3	75	104	179	46	225	225	179	43	2	1	....
do		" 4	87	81	168	68	236	250	168	81	1	....	....
do		" 5	121	108	229	86	305	325	229	94	2	....	....
do		" 6	60	65	125	42	167	200	125	75	....	....	....
Dereham		No. 1	98	29	127	20	147	150	127	22	1	....	....
do		" 2	71	83	154	32	186	200	154	46	....	....	....
do		" 3	62	90	152	18	170	175	152	21	2	....	....
do		" 4	67	79	146	28	174	200	146	54	....	....	....
do		" 5	42	123	165	40	205	225	165	60	....	....	....
do		" 6	78	74	152	39	191	200	152	47	1	....	....
Tilsonburg		No. 1	86	133	219	100	319	350	219	130	1	....	....
do		" 2	70	119	189	84	273	300	189	110	1	....	....
do		" 3	101	181	282	107	389	425	282	141	2	....	....
Norwich		No. 1	50	42	92	13	105	125	92	32	1	....	....
do		" 2	41	54	95	23	118	125	95	28	2	....	....
do		" 3	40	50	90	14	104	125	90	34	1	....	....
South Norwich		No. 1	63	28	91	42	133	150	91	59	....	....	....
do		" 2	38	57	95	46	141	150	95	54	1	....	....
do		" 3	61	74	135	42	177	200	135	64	1	....	....
do		" 4	54	65	119	16	135	150	119	31	....	....	....
do		" 5	56	48	104	31	135	150	104	45	1	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Mayberry.	Sinclair.										
Oxford, S.—Con...	North Norwich ..... No. 1	76	60	136	27	163	175	136	38	1	....	....	....
	do ..... " 2	58	31	89	18	107	125	89	36	....	....	....	....
	do ..... " 3	50	37	87	18	105	125	87	37	1	....	....	....
	do ..... " 4	70	35	105	30	135	150	105	43	2	....	....	....
	do ..... " 5	69	51	120	14	134	150	120	30	....	....	....	....
	North Oxford ..... No. 1	11	8	19	15	34	50	19	30	1	....	....	....
	do ..... " 2	25	31	56	29	85	100	56	43	1	....	....	....
	do ..... " 3	31	27	58	9	67	100	58	42	....	....	....	....
	do ..... " 4	42	34	76	25	101	125	76	48	....	....	1	....
	do ..... " 5	31	21	52	34	86	100	52	48	....	....	....	....
	East Oxford ..... No. 1	66	37	103	32	135	150	103	47	....	....	....	....
	do ..... " 2	40	49	89	35	124	125	89	36	....	....	....	....
	do ..... " 3	51	29	80	26	106	125	80	45	....	....	....	....
	do ..... " 4	56	18	74	21	95	100	74	26	....	....	....	....
	do ..... " 5	58	48	106	25	131	150	106	42	2	....	....	....
	West Oxford ..... No. 1	50	37	87	33	110	125	87	38	....	....	....	....
	do ..... " 2	72	66	138	39	177	200	138	58	4	....	....	....
	do ..... " 3	77	46	123	39	162	175	123	51	1	....	....	....
	do ..... " 4	82	26	108	36	144	175	108	67	....	....	....	....
	Totals	2,581	2,582	5,163	1,561	6,724	7,389	5,163	2,226	34	2	1	....
	Majority for Sinclair ..... (On recount and appeal.)	.....	1										

| | | | Price. | McTavish. | | |

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Price.	McTavish.										
Parkdale—Con. ..	Parkdale ..... No. 92		41	23	64	72	136	150	64	84	2	....	....	....
	do ..... " 93		47	22	69	49	118	125	69	54	1	1	....	....
	do ..... " 94		40	22	62	33	95	100	62	36	2	....	....	....
	do ..... " 117		21	8	29	22	51	75	29	46	....	....	....	....
	do ..... " 120		16	16	32	25	57	75	32	43	....	....	....	....
	do ..... " 121		31	8	39	50	89	150	39	111	....	....	....	....
	do ..... " 122		35	17	52	66	118	125	52	72	1	....	....	....
	do ..... " 123		49	33	82	67	149	150	82	68	....	....	....	....
	do ..... " 124		51	30	81	64	145	150	81	68	1	....	....	....
	do ..... " 125		48	33	81	80	161	175	81	94	....	....	....	....
	do ..... " 126		34	28	62	77	139	175	62	113	....	....	....	....
	do ..... " 127		45	26	71	54	125	125	71	53	1	....	....	....
	do ..... " 128		45	33	78	64	142	150	78	69	3	....	....	....
	do ..... " 129		49	15	64	60	124	125	64	58	3	....	....	....
	do ..... " 130		48	25	73	75	148	150	73	77	....	....	....	....
	do ..... " 131		38	15	53	65	118	125	53	71	....	1	....	....
	do ..... " 132		28	15	43	62	105	125	43	82	....	....	....	....
	do ..... " 133		39	49	88	65	153	175	88	87	....	....	....	....
	do ..... " 134		50	43	93	67	160	175	93	82	....	....	....	....
	do ..... " 135		44	38	82	76	158	150	82	67	....	1	....	....
	do .....Nos. 140 and 145		7	7	14	8	22	25	14	10	....	1	....	....
	do .....No. 152		28	24	52	64	116	175	52	120	2	1	....	....
	do ..... " 153		29	14	43	59	102	125	43	80	2	....	....	....
	Totals		2,981	2,344	5,325	3,831	9,156	10,056	5,325	4,669	32	26	4	....
	Majority for Price		637											

				Edgar.	Richardson.										
Parry Sound	Parry Sound	No.	1	56	69	125	75	200	226	125	101	....	....	....	....
	do	"	2	41	18	59	30	89	100	59	41	....	....	....	....
	do	"	3	99	80	180	109	289	300	180	119	1	1	....	....
	do	"	4	47	53	100	41	141	150	100	50	....	....	....	....
	do	"	5	13	10	23	8	31	50	23	27	....	....	....	....
	do	"	6	41	24	65	75	140	150	66	84	....	1	....	....
	do	"	7	12	9	21	119	140	150	21	129	....	....	....	....
	do	"	8	23	24	47	37	84	100	47	53	....	....	....	....
	do	"	9	58	50	109	40	149	175	109	66	1	....	....	....
	do	"	10	104	70	175	119	294	300	175	125	1	....	....	....
	do	"	11	61	67	129	75	204	225	129	96	1	....	....	....
	do	"	12	17	10	27	30	57	76	27	49	....	....	....	....
	do	"	13	81	25	106	63	169	175	106	69	....	....	....	....
	do	"	14	4	4	8	22	30	50	8	42	....	....	....	....
	do	"	15	65	19	84	45	129	150	84	66	....	....	....	....
	do	"	16	6	9	15	93	108	125	15	110	....	....	....	....
	do	"	17	25	10	35	73	108	125	35	90	....	....	....	....
	do	"	18	58	29	87	43	130	150	87	63	....	....	....	....
	do	"	19	11	7	18	13	31	50	18	32	....	....	....	....
	do	"	20	28	16	44	21	65	75	44	31	....	....	....	....
	do	"	21	15	3	19	15	34	50	19	31	1	....	....	....
	do	"	22	17	41	58	32	90	101	58	43	....	....	....	....
	do	"	23	50	47	97	27	124	150	97	53	....	....	....	....
	do	"	24	52	36	88	39	127	150	88	62	....	....	....	....
	do	"	25	38	3	41	40	81	100	41	59	....	....	....	....
	do	"	26	52	20	72	14	86	100	72	28	....	....	....	....
	do	"	27	49	22	71	95	166	176	71	105	....	....	....	....
	do	"	28	12	25	37	129	166	175	37	138	....	....	....	....
	do	"	29	135	68	205	159	364	375	205	164	2	6	....	....
	do	"	30	78	98	179	85	264	275	179	95	3	1	....	....
	do	"	31	144	81	227	156	383	416	227	189	2	....	....	....
	do	"	32	68	32	102	44	146	150	102	48	2	....	....	....
	do	"	33	49	27	76	65	141	153	76	77	....	....	....	....
	do	"	34	9	5	16	16	32	50	16	34	2	....	....	....
	do	"	35	70	55	125	36	161	175	125	50	....	....	....	....
	do	"	36	34	31	66	52	118	125	66	59	1	....	....	....
	do	"	37	14	19	33	32	65	75	33	42	....	....	....	....
	do	"	38	56	28	84	46	130	150	84	66	....	....	....	....
	do	"	39	51	49	101	82	183	200	101	99	1	....	....	....
	do	"	40	16	25	41	143	184	200	41	159	....	....	....	....
	do	"	41	83	29	114	56	170	200	114	86	2	....	....	....
	do	"	42	52	21	74	56	130	150	74	76	1	....	....	....
	do	"	43	5	22	27	13	40	50	27	23	....	....	....	....
	do	"	44	22	8	30	18	48	50	30	20	....	....	....	....

CHARLES GILLESPIE,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Edgar.	Richardson.										
Parry Sound, Con.	Parry Sound ..... No. 45	19	5	24	9	33	50	24	26	....	....	....	....
	do ..... " 46	17	18	35	23	58	75	35	40	....	....	....	....
	do ..... " 47	15	6	21	57	78	100	21	79	....	....	....	....
	do ..... " 48	17	9	26	17	43	50	26	24	....	....	....	....
	do ..... " 49	46	10	56	24	80	100	56	44	....	....	....	....
	do ..... " 50	11	3	14	15	29	50	14	36	....	....	....	....
	do ..... " 51	10	7	17	10	27	50	17	33	....	....	....	....
	do ..... " 52	96	29	126	162	288	301	126	175	1	....	....	....
	do ..... " 53	17	9	26	15	41	50	26	24	....	....	....	....
	do ..... " 54	16	7	24	19	43	50	24	26	1	....	....	....
	do ..... " 55	22	30	52	56	108	125	52	73	....	....	....	....
	do ..... " 56	8	29	37	21	58	75	37	38	....	....	....	....
	do ..... " 57	7	13	20	23	43	49	20	29	....	....	....	....
	do ..... " 58	13	8	21	40	61	75	21	54	....	....	....	....
	do ..... " 59	11	3	14	24	38	50	14	35	....	1	....	....
	do ..... " 60	7	10	17	17	34	50	17	33	....	....	....	....
	do ..... " 61	34	8	42	27	69	76	42	34	....	....	....	....
	do ..... " 62	22	8	30	19	49	75	30	45	....	....	....	....
	do ..... " 63	32	10	42	10	52	75	42	33	....	....	....	....
	do ..... " 64	2	25	27	41	68	75	27	48	....	....	....	....
	do ..... " 65	59	41	100	49	149	150	100	50	....	....	....	....
	do ..... " 66	25	8	35	18	53	75	35	40	2	....	....	....
	do ..... " 67	6	22	38	44	72	75	28	47	....	....	....	....
	do ..... " 68	33	1	34	21	55	75	34	41	....	....	....	....
	do ..... " 69	19	10	29	33	62	100	29	71	....	....	....	....

	do	" 70	8	3	11	9	20	25	11	14	....	....	....	....
	do	" 71	7	18	25	18	43	50	25	25	....	....	....	....
	do	" 72	9	5	14	6	20	25	14	11	....	....	....	....
	do	" 73	25	9	34	27	61	76	34	42	....	....	....	....
	do	" 74	11	15	26	13	39	50	26	23	....	1	....	....
	do	" 75	98	69	167	76	243	250	167	83	....	....	....	....
	do	" 76	12	82	94	73	167	175	94	81	....	....	....	....
	do	" 77	9	4	13	3	16	25	13	12	....	....	....	....
	do	" 78	6	6	12	34	46	50	14	34	....	....	....	....
	Totals		2,770	1,938	4,733	3,634	8,367	9,500	4,735	4,752	25	11	2	....
	Majority for Edgar		832											

THOMAS H. GOODISON, Returning Officer.

				Fallis.	Milner.									
Peel	Chinguacousy	No. 1		54	79	133	*	*	200	133	67	....	....	....
	do	" 2		42	60	104	....	....	175	104	71	1	....	1
	do	" 3		63	69	132	....	....	200	132	68	....	....	....
	do	" 4		34	63	97	....	....	150	97	53	....	....	....
	do	" 5		80	39	120	....	....	175	120	55	1	....	....
	do	" 6		59	74	133	....	....	175	133	42	....	....	....
	do	" 7		49	52	103	....	....	150	103	47	2	....	....
	do	" 8		49	51	100	....	....	150	100	50	....	....	....
	Caledon	No. 1		52	20	72	....	....	125	72	53	....	....	....
	do	" 2		29	57	86	....	....	150	86	64	....	....	....
	do	" 3		54	74	138	....	....	200	138	62	....	....	....
	do	" 4		77	61	139	....	....	225	139	86	1	....	....
	do	" 5		60	18	78	....	....	125	78	47	....	....	....
	do	" 6		68	39	107	....	....	175	107	68	....	....	....
	do	" 7		58	65	123	....	....	200	123	77	....	....	....
	do	" 8		43	64	108	....	....	150	108	42	1	....	....
	Brampton, East Ward			122	99	224	....	....	350	224	126	3	....	....
	" West Ward			129	102	233	....	....	325	233	92	....	2	....
	" South Ward			117	116	234	....	....	325	234	91	1	....	....
	" North Ward			106	83	189	....	....	325	189	136	....	....	....
	Toronto Gore	No. 1		44	53	98	....	....	150	98	52	1	....	....
	do	" 2		32	46	79	....	....	150	79	71	1	....	....
	Bolton Village	No. 1		102	66	168	....	....	225	168	57	....	....	....
	Albion	No. 1		39	9	48	....	....	75	48	27	....	....	....
	do	" 2		70	27	98	....	....	175	98	77	1	....	....
	do	" 3		32	29	61	....	....	100	61	39	....	....	....
	do	" 4		101	22	123	....	....	200	123	77	....	....	....
	do	" 5		55	27	82	....	....	150	82	68	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Fallis. Milner.										
Peel—Con.....	Albion—Con. .....No. 6	31 29	60	*	.....	125	60	65	....	....	....	....
	do ..... " 7	59 40	99	.....	.....	150	99	51	....	....	....	....
	Toronto Tp. .....No. 1	86 88	175	.....	.....	275	175	100	1	....	....	....
	do ..... " 2	65 57	122	.....	.....	175	122	53	....	....	....	....
	do ..... " 3	55 41	96	.....	.....	150	96	54	....	....	....	....
	do ..... " 4	77 71	148	.....	.....	200	148	52	....	....	....	....
	do ..... " 5	86 34	120	.....	.....	200	120	80	....	....	....	....
	do ..... " 6	116 75	191	.....	.....	300	191	109	....	....	....	....
	do ..... " 7	118 64	183	.....	.....	325	183	142	1	....	....	....
	do ..... " 8	85 45	130	.....	.....	200	130	70	....	....	....	....
	do ..... " 9	184 79	263	.....	.....	425	263	162	....	....	....	....
	Streetsville Village .....No. 1	73 36	111	.....	.....	200	111	89	2	....	....	....
	Totals	2,855 2,223	5,078	1,862	6,940	8,000	5,108	2,892	17	2	1	
	Majority for Fallis	627										

*No details given by Returning Officer

		Kennedy. Robertson. Torrance.										
Perth, North	Stratford—											
	Avon Ward .....No. 1	4 68 76	148	32	180	225	148	77	....	....	....	....
	do ..... " 2	18 64 84	166	37	205	225	168	57	2	....	....	....
	do ..... " 3	15 64 76	155	38	196	225	158	67	3	....	....	....
	Falstaff Ward .....No. 1	12 120 115	247	84	332	350	248	102	1	....	....	....
	do ..... " 2	7 71 83	161	58	222	250	164	86	2	1	....	....
	Hamlet Ward .....No. 1	6 59 102	167	41	212	225	171	54	....	....	4	....
	do ..... " 2	16 67 137	220	53	274	300	221	79	1	....	....	....

| | | |

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Kennedy. Robertson. Torrance.										
Perth North—Con. Listowel—												
	Bismark Ward ..... No. 1	..... 50 83	133	8	141	175	134	41	1	....	....	....
	Gladstone Ward ..... " 2	2 58 73	133	17	150	175	135	40	2	....	....	....
	Victoria Ward ..... " 3	..... 31 49	80	20	100	125	81	44	1	....	....	....
	Dufferin Ward ..... " 4	1 45 77	123	29	152	175	125	50	1	....	....	....
	Lansdowne Ward ..... " 5	1 33 45	79	21	100	125	82	43	1	2	....	....
	Milverton ..... No. 1	2 75 130	207	36	243	275	207	68	....	....	....	....
	Totals	395 2,723 3,840	6,958	2,174	9,132	10,610	7,091	3,519	58	6	4	....
	Majority for Torrance	1,117										
		Bennewies. Erb.										
Perth, South	Hibbert ..... No. 1	79 72	151	26	177	225	151	74	....	....	....	....
	do ..... " 2	46 68	114	21	135	175	114	61	....	....	....	....
	do ..... " 3	61 78	139	10	149	175	139	36	....	....	....	....
	do ..... " 4	41 84	126	24	150	175	125	49	1	....	....	....
	Mitchell, South Ward	79 51	133	13	146	175	130	42	3	....	....	....
	do North Ward	103 83	186	34	220	250	186	64	....	....	....	....
	do West Ward	64 44	109	22	131	150	108	41	1	....	....	....
	Blanshard ..... No. 1	36 43	79	6	85	100	79	21	....	....	....	....
	do ..... " 2	43 44	87	14	101	125	87	38	....	....	....	....
	do ..... " 3	59 21	81	31	112	125	80	44	....	....	1	....
	do ..... " 4	63 51	114	26	140	175	114	61	....	....	....	....

	do	"	5	37	52	90	32	122	150	89	60	1	....	....
	do	"	6	64	39	103	15	118	150	103	47	....	....	....
	South Easthope	No.	1	26	80	106	46	152	175	106	69	....	....	....
	do	"	2	15	45	60	29	89	100	60	40	....	....	....
	do	"	3	17	45	62	11	73	100	62	38	....	....	....
	do	"	4	23	48	71	22	93	100	71	29	....	....	....
	Downie	No.	1	64	90	155	51	206	225	154	70	1	....	....
	do	"	2	36	127	164	19	183	200	163	36	....	1	....
	do	"	3	27	92	119	20	139	150	119	31	....	....	....
	do	"	4	42	44	86	45	131	150	86	64	....	....	....
	do	"	5	106	48	155	36	191	225	154	70	1	....	....
	St. Mary's	No.	1	44	19	65	24	89	100	63	35	2	....	....
	do	"	2	45	40	87	22	109	125	85	38	2	....	....
	do	"	3	59	61	122	46	168	200	120	78	2	....	....
	do	"	4	132	115	248	52	300	325	247	77	1	....	....
	do	"	5	143	64	208	71	279	300	207	92	1	....	....
	do	"	6	89	46	139	40	179	200	135	61	4	....	....
	Fullarton	No.	1	15	46	61	11	72	100	61	39	....	....	....
	do	"	2	43	30	73	9	82	100	73	27	....	....	....
	do	"	3	19	50	69	19	88	125	69	56	....	....	....
	do	"	4	86	43	129	23	152	175	129	46	....	....	....
	do	"	5	32	54	87	8	95	125	86	38	1	....	....
	do	"	6	56	44	100	9	109	125	100	25	....	....	....
	Logan	No.	1	67	30	97	17	114	125	97	28	....	....	....
	do	"	2	55	30	86	22	108	125	85	39	1	....	....
	do	"	3	94	51	145	21	166	175	145	30	....	....	....
	do	"	4	144	4	148	16	164	175	148	27	....	....	....
	do	"	5	46	36	82	28	110	125	82	43	....	....	....
	do	"	6	27	27	54	4	58	75	54	21	....	....	....
	do	"	7	48	26	74	11	85	100	74	26	....	....	....
	Totals			2,375	2,165	4,564	1,016	5,570	6,475	4,540	1,911	22	1	1 ....
	Majority for Bennewies			210										

CHARLES C. ROCK,
Returning Officer.

				Thompson.	Anderson.									
Peterboro, East..	Burleigh and Anstruther	No.	1	34	8	42	27	69	75	42	33	....	....	....
	do do	"	2	35	26	61	23	84	100	61	39	....	....	....
	do do	"	3	14	5	19	7	26	50	19	31	....	....	....
	Asphodel	No.	1	43	44	87	35	122	125	87	38	....	....	....
	do	"	2	24	33	57	35	92	100	57	43	....	....	....
	do	"	3	82	55	137	67	204	225	138	87	....	1	....
	do	"	4	31	44	75	65	140	150	75	75	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914. *Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.					
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Thompson. Anderson.										
Peterboro East— Con.	Belmont and Methuen ..... No. 1	29 21	50	13	63	75	50	25	....	....	....	....
	do do ..... " 2	88 22	110	36	146	150	111	39	....	1	....	....
	do do ..... " 3	34 6	40	14	54	75	41	34	1	....	....	....
	do do ..... " 4	80 22	102	33	135	150	103	47	....	1	....	....
	do do ..... " 5	24 1	25	5	30	50	25	25	....	....	....	....
	do do ..... " 6	34 11	45	51	96	100	46	54	1	....	....	....
	do do ..... " 7	11 1	12	10	22	25	12	13	....	....	....	....
	Chandos ..... No. 1	29 35	64	35	99	100	64	36	....	....	....	....
	do ..... " 2	26 24	50	11	61	75	50	25	....	....	....	....
	do ..... " 3	34 8	42	13	55	75	43	32	1	....	....	....
	Douro ..... No. 1	54 27	81	59	140	150	81	69	....	....	....	....
	do ..... " 2	27 62	89	49	138	150	90	60	1	....	....	....
	do ..... " 3	20 41	61	56	117	125	61	64	....	....	....	....
	do ..... " 4	37 29	66	51	117	125	66	59	....	....	....	....
	Dummer ..... No. 1	60 23	83	33	116	125	83	42	....	....	....	....
	do ..... " 2	50 25	75	18	93	100	75	25	....	....	....	....
	do ..... " 3	55 71	126	39	165	175	126	49	....	....	....	....
	do ..... " 4	29 19	48	11	59	75	48	27	....	....	....	....
	do ..... " 5	23 8	31	8	39	50	33	17	2	....	....	....
	Otonabee ..... No. 1	40 20	60	11	71	75	60	15	....	....	....	....
	do ..... " 2	37 74	111	43	154	175	111	64	....	....	....	....
	do ..... " 3	55 68	123	15	138	150	123	27	....	....	....	....
	do ..... " 4	34 43	77	13	90	100	77	23	....	....	....	....
	do ..... " 5	55 40	95	63	158	175	95	80	....	....	....	....
	do ..... " 6	35 89	124	26	150	150	125	25	....	1	....	....
	do ..... " 7	58 73	131	50	181	200	131	69	....	....	....	....

SAMUEL P. FORD, Returning Officer.

Havelock	No.	1	123	28	151	127	278	300	151	149	....	....	....	....
do	"	2	80	25	105	67	172	175	106	69	....	1	....	....
Lakefield	No.	1	81	44	125	39	164	175	125	50	....	....	....	....
do	"	2	85	45	130	50	180	200	131	69	1	....	....	....
Norwood	No.	1	42	58	100	19	119	125	100	25	....	....	....	....
do	"	2	51	26	77	23	100	100	77	23	....	....	....	....
Totals			1,783	1,304	3,087	1,350	4,437	4,875	3,099	776	7	5	....	....
Majority for Thompson			479											

JAMES A. HALL,
Returning Officer.

					Gillespie.	Soden.									
Peterborough West	Peterborough, West		No.	1	57	42	99	22	121	125	99	26	....	....	....
do	do		"	1 A	41	45	86	16	102	125	86	39	....	....	....
do	do		"	2	77	82	159	51	210	200	159	40	1	....	....
do	do		"	3	91	97	188	76	264	250	188	57	5	....	....
do	do		"	4	44	63	107	31	138	150	107	43	....	....	....
do	do		"	4 A	47	45	92	44	136	125	92	33	....	....	....
do	do		"	5	29	60	89	41	130	125	89	34	2	....	....
do	do		"	5 A	31	54	85	44	129	125	85	39	1	....	....
do	do		"	6	49	81	130	28	158	150	130	19	1	....	....
do	do		"	7	35	63	98	23	121	125	98	25	2	....	....
do	do		"	7 A	30	36	66	30	96	100	66	33	1	....	....
do	do		"	8	24	23	47	18	65	75	47	27	1	....	....
do	do		"	8 A	15	16	31	13	44	75	31	42	2	....	....
do	do		"	9	66	60	126	42	168	175	126	49	....	....	....
do	do		"	10	56	60	116	32	148	150	116	33	1	....	....
do	do		"	10 A	58	42	100	32	132	150	100	50	....	....	....
do	do		"	11	48	51	99	27	126	125	99	26	....	....	....
do	do		"	11 A	35	48	83	28	111	125	83	42	....	....	....
do	do		"	12	59	58	117	33	150	150	117	32	1	....	....
do	do		"	12 A	52	49	101	29	130	150	101	49	....	....	....
do	do		"	13	101	68	169	61	230	225	169	55	1	....	....
do	do		"	14	97	43	140	24	164	175	140	33	2	....	....
do	do		"	15	64	45	109	16	125	150	109	41	....	....	....
do	do		"	15 A	39	42	81	49	130	125	81	43	1	....	....
do	do		"	16	76	79	155	64	219	210	155	43	2	....	....
do	do		"	17	46	56	102	23	125	150	102	48	....	....	....
do	do		"	17 A	34	59	93	27	120	125	93	32	....	....	....
do	do		"	18	49	71	120	51	171	175	120	54	1	....	....
do	do		"	19	47	61	108	27	135	150	108	42	....	....	....
do	do		"	19 A	52	36	88	27	115	125	88	33	4	....	....
do	do		"	20	78	76	154	52	206	200	154	43	3	....	....
do	do		"	21	83	89	172	44	216	200	172	26	2	....	....

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
Peterborough, W. —Continued...		Gillespie.	Soden.										
	Peterborough, West .....No. 22	63	54	117	25	142	125	117	7	1	....	....	....
	do do ..... " 22 A	36	38	74	25	99	125	74	51	....	....	....	....
	do do ..... " 23	.....	7	7	9	16	25	7	18	....	....	....	....
	do do ..... " 24	19	11	30	18	48	50	30	20	....	....	....	....
	do do ..... " 25	38	6	44	47	91	100	44	56	....	....	....	....
	do do ..... " 26	.....	3	3	6	9	25	3	22	....	....	....	....
	do do ..... " 27	1	6	7	11	18	25	7	18	....	....	....	....
	do do ..... " 28	41	21	62	28	90	100	62	38	....	....	....	....
	do do ..... " 29	32	24	56	57	113	125	56	69	....	....	....	....
	do do ..... " 30	32	29	61	49	110	125	61	64	....	....	....	....
	do do ..... " 31	89	37	126	41	167	175	126	45	4	....	....	....
	do do ..... " 32	36	9	45	28	73	75	45	29	1	....	....	....
	do do ..... " 33	92	56	148	44	192	200	148	51	1	....	....	....
	do do ..... " 34	86	41	127	48	175	175	127	48	....	....	....	....
	do do ..... " 35	57	37	94	41	135	150	94	56	....	....	....	....
	do do ..... " 36	71	47	118	29	147	150	118	31	1	....	....	....
	do do ..... " 37	35	42	77	25	102	100	77	23	....	....	....	....
	do do ..... " 38	64	62	126	59	185	200	126	70	4	....	....	....
	do do ..... " 38 A	49	62	111	60	171	175	111	64	....	....	....	....
	do do ..... " 39	36	26	62	31	93	100	62	38	....	....	....	....
	Totals	2,587	2,418	5,005	1,806	6,811	7,100	5,005	2,049	46	....	....	....
	Majority for Gillespie.....	169											

				Hogarth.	Matthews.	Sangster.									
Port Arthur ...	Sand Pit	No.	1	8	.....	.....	8	6	14	20	8	12	....	....	....	....
	Hector, C.N.R.	"	2	11	1	1	13	3	16	25	13	12	....	....	....	....
	Long Lake, C.N.R.	"	3	4	3	1	8	5	13	20	8	12	....	....	....	....
	.....	"	4	Polled with No. 5.	.....	.....	.....	.....	51	.....	.....	.....	....	....	....	....
	Roberts' Camp 11	"	5	1	3	1	5	28	33	100	5	95	....	....	....	....
	do do 12	"	6	2	5	3	10	50	60	61	10	51	....	....	....	....
	do do 2	"	7	1	4	3	8	123	131	135	8	127	....	....	....	....
	Stoney Camp	"	8	5	3	.....	8	72	80	86	8	78	....	....	....	....
	Shea and Egan Camp	"	9	.....	15	.....	15	3	18	25	15	10	....	....	....	....
	Roberts Bros.' Camp 8	"	10	1	1	.....	2	114	116	125	2	123	....	....	....	....
	do do 9	"	11	.....	3	.....	3	104	107	115	3	112	....	....	....	....
	do do 1	"	12	1	.....	.....	1	56	57	60	1	59	....	....	....	....
	Long Lake (Higgins)	"	13	2	1	.....	3	5	8	15	3	12	....	....	....	....
	Roberts' Camp 4	"	14	1	1	4	6	38	44	50	6	44	....	....	....	....
	Pit 7, Mile 9, N.T.C.	"	15	Cancelled.												
	John Deschamps Ho.	"	16	41	22	4	67	83	150	170	69	101	1	1	....	....
	Grant N.T.C.	"	17	Cancelled.												
	Tarpon	"	18	14	3	.....	17	52	69	75	17	58	....	....	....	....
	Denison, C.P.R.	"	19	8	2	1	11	7	18	25	11	14	....	....	....	....
	Mobert, C.P.R.	"	20	7	1	.....	8	7	15	25	8	17	....	....	....	....
	Heron Bay, C.P.R.	"	21	7	1	.....	8	5	13	30	8	22	....	....	....	....
	Jackfish, C.P.R.	"	22	8	19	1	28	30	58	65	29	36	....	1	....	....
	Coldwell, C.P.R.	"	23	25	5	5	35	49	84	74	35	39	....	....	....	....
	Black, C.P.R.	"	24	10	1	1	12	56	68	75	12	63	....	....	....	....
	Rossport, C.P.R.	"	25	27	24	1	52	50	102	110	52	58	....	....	....	....
	White River, C.P.R.	"	26	32	32	8	72	15	87	95	73	22	....	1	....	....
	Hurkett, C.P.R.	"	27	6	4	.....	10	2	12	30	10	20	....	....	....	....
	No. 1, Dorion	"	28	6	10	7	23	1	24	45	24	21	1	....	....	....
	No. 2, do	"	29	6	13	1	20	10	30	45	20	25	....	....	....	....
	Pearl, C.P.R.	"	30	.....	.....	2	2	9	11	20	2	18	....	....	....	....
	Loon, C.P.R.	"	31	7	.....	.....	7	.....	5	15	7	8	....	....	....	....
	Russel Lumber Camp, C.P.R.	"	32	6	10	5	21	8	29	40	21	19	....	....	....	....
	Gorham and Ware	"	33	19	.....	9	28	11	39	50	29	21	....	1	....	....
	do do	"	34	16	.....	6	22	7	29	45	22	23	....	....	....	....
	Gorham & Ware Union School	"	35	8	1	23	32	6	38	83	32	51	....	....	....	....
	Kaministiquia	"	36	20	3	14	37	8	45	50	38	12	1	....	....	....
	Silver Islet	"	37	1	2	.....	3	3	6	10	3	7	....	....	....	....
	Greer's Camp	"	38	12	2	.....	14	5	19	35	14	21	....	....	....	....
	Ouimet	"	39	2	12	3	17	8	25	35	23	12	1	5	....	....
	Mile 143, T.C.R.	"	40	30	5	3	38	29	67	75	40	35	2	....	....	....
	Pit 3, T.C.R.	"	41	21	18	2	41	14	55	60	43	17	....	....	....	....
	Pit 2, T.C.R.	"	42	31	9	3	43	13	56	65	43	22	....	....	....	....
	Armstrong	"	43	29	11	.....	40	20	60	75	40	35	....	....	....	....
	Port Arthur	No.	1	102	87	16	205	78	283	302	207	95	1	1	....	....
	do	"	2	119	32	19	170	90	260	270	174	96	4	....	....	....

JAMES H. WOODSIDE,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
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Port Arthur.—Continued.....		Hogarth. Matthews. Sangster.										
	Port Arthur .....No. 3 A	90 37 11	138	94	232	299	144	155	5	1	....	....
	do ..... " 3	145 71 56	272	116	388	400	279	121	7	....	....	....
	do ..... " 3 A	133 57 38	218	25	243	270	221	39	3	....	....	....
	do ..... " 4	54 51 41	146	101	247	270	147	123	....	1	....	....
	do ..... " 4 A	46 38 43	127	100	227	248	129	119	....	2	....	....
	do ..... " 5	75 85 56	216	95	311	326	218	108	....	2	....	....
	do ..... " 6	58 50 49	157	66	223	241	163	78	6	....	....	....
	do ..... " 7	56 26 35	117	77	194	210	119	91	....	2	....	....
	do ..... " 8	39 34 29	102	123	225	250	105	145	2	1	....	....
	do ..... " 8 A	38 27 31	96	124	220	250	102	148	6	....	....	....
	do ..... " 9	105 95 20	220	100	320	371	231	140	7	4	....	....
	do ..... " 10	102 92 14	208	112	320	326	212	114	2	2	....	....
	do ..... " 11	102 76 42	220	95	315	315	221	94	1	....	....	....
	do ..... " 12	90 56 28	174	122	296	247	177	70	3	....	....	....
	do ..... " 13	123 72 24	219	88	307	326	224	102	4	1	....	....
	do ..... " 14	85 67 72	224	102	326	326	231	95	7	....	....	....
	do ..... " 15	51 36 19	106	125	231	184	109	75	3	....	....	....
	Nipigon Tp. .....No. 16	26 10 9	45	104	149	160	47	113	1	1	....	....
	Schrieber Tp. ..... " 17	114 61 50	225	83	308	320	226	94	1	....	....	....
	McIntyre Tp. ..... " 18	26 2 24	52	24	76	70	52	18	....	....	....	....
	do do ..... " 19	4 18	22	5	27	105	22	83	....	....	....	....
	Totals	2,219 1,430 838	4,487	3,144	7,631	8,445	4,573	3,872	69	26	....	....
	Majority for Hogarth	789										

EDEN ABBOTT JOHNSON,
Returning Officer.

			Evanturel.	Pharand.	Senecal.									
Prescott	Alfred Tp.	No. 1	149	23	6	178	25	203	220	178	40	2	....	....
	do	" 2	48	7	5	60	11	71	85	60	25	....	....	....
	do	" 3	59	12	24	95	25	120	130	95	36	....	....	....
	do	" 4	43	20	106	169	39	208	225	169	54	2	....	....
	do	" 5	69	3	4	76	9	85	100	76	24	....	....	....
	Caledonia Tp.	No. 1	30	11	25	66	26	92	100	66	34	....	....	....
	do	" 2	56	19	18	93	53	146	160	93	66	1	....	....
	do	" 3	65	12	30	107	36	143	150	107	40	3	....	....
	do	" 4	12	9	36	57	17	74	80	57	22	....	....	....
	East Hawkesbury Tp.	No. 1	30	16	20	66	54	120	140	66	73	....	....	1 ....
	do do	" 2	10	4	26	40	39	79	86	40	46	....	....	....
	do do	" 3	63	48	61	172	42	214	225	172	53	....	....	....
	do do	" 4	8	22	39	69	109	178	185	69	116	....	....	....
	do do	" 5	82	34	56	172	64	236	275	172	102	....	1	....
	do do	" 6	46	33	15	94	62	156	174	94	79	....	....	1 ....
	West Hawkesbury Tp.	No. 1	33	34	17	84	74	158	175	84	91	....	....	....
	do do	" 2	12	16	47	75	115	190	215	75	139	....	....	1 ....
	do do	" 3	6	16	44	66	56	122	130	66	64	....	....	....
	Longueuil Tp.	No. 1	34	12	16	62	21	83	100	62	38	....	....	....
	do	" 2	40	49	20	109	57	166	175	109	66	....	....	....
	North Plantagenet Tp.	No. 1	16	9	70	95	31	126	150	95	55	....	....	....
	do do	" 2	50	20	115	185	127	312	325	185	140	....	....	....
	do do	" 3	49	30	46	125	76	201	210	125	78	5	1	1 ....
	do do	" 4	24	18	17	59	73	132	150	59	88	3	....	....
	do do	" 5	52	13	49	114	63	177	190	114	76	....	....	....
	South Plantagenet Tp.	No. 1	21	20	80	121	33	154	170	121	50	....	....	....
	do do	" 2	22	31	46	99	92	191	225	99	121	4	1	....
	do do	" 3	11	24	40	75	73	148	160	75	81	....	4	....
	do do	" 4	87	1	21	109	30	139	150	109	41	....	....	....
	do do	" 5	98	16	14	128	42	170	180	128	52	....	....	....
	Hawkesbury Town	No. 1	116	22	45	183	39	222	235	183	41	11	....	....
	do	" 2	85	16	14	115	37	152	175	115	59	....	1	....
	do	" 3	72	41	32	145	55	200	225	125	79	1	....	....
	do	" 4	64	19	24	107	39	146	160	107	51	3	....	....
	do	" 5	46	32	19	97	102	199	175	97	77	....	1	....
	L'Orignal Village	No. 1	35	61	16	112	34	146	176	112	64	....	....	....
	do	" 2	19	64	19	102	8	110	150	102	46	2	....	....
	Vankleek Hill	No. 1	1	39	51	91	45	136	115	91	23	1	....	....
	do do	" 2	5	29	42	76	28	104	141	76	64	....	1	....
	do do	" 3	.....	19	44	63	25	88	101	63	37	1	....	....
	Totals		1,768	924	1,419	4,111	1,986	6,097	6,693	4,091	2,531	40	10	4 ....
	Majority for Evanturel		349											

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1911.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Dempsey.	Norman.	Parliament.										
Prince Edward....	Ameliasburgh ..... No. 1	76	3	41	120	55	159	175	120	55	....	....	....	....
	do ..... " 2	117	1	49	167	25	192	226	167	58	....	....	1	....
	do ..... " 3	70	2	55	127	44	171	200	127	73	..	....	....	....
	do ..... " 4	57	1	49	107	40	126	150	107	40	2	1	....	....
	do ..... " 5	68	.....	50	118	32	150	175	118	57	....	....	....	....
	Athol ..... No. 1	36	22	70	128	29	157	200	128	71	....	1	....	....
	do ..... " 2	21	15	50	86	13	99	125	86	38	1	....	....	....
	do ..... " 3	28	15	29	72	19	91	124	72	52	....	....	....	....
	Bloomfield	79	6	70	155	38	193	225	155	68	1	....	1	....
	Hillier ..... No. 1	45	.....	31	76	15	91	125	76	49	....	....	....	....
	do ..... " 2	74	2	36	113	17	130	152	113	39	1	....	....	....
	do ..... " 3	69	1	29	100	17	117	150	100	50	1	....	....	....
	do ..... " 4	37	1	49	88	21	109	100	88	12	....	....	1	....
	Hallowell ..... No. 1	49	6	64	119	34	153	175	119	56	....	....	....	....
	do ..... " 2	21	.....	27	48	28	63	76	48	28	....	....	....	....
	do ..... " 3	39	3	66	108	31	139	151	108	43	....	....	....	....
	do ..... " 4	61	5	68	138	40	178	201	138	63	3	1	....	....
	do ..... " 5	23	8	34	65	59	94	125	65	59	1	....	....	....
	do ..... " 6	49	2	83	138	40	178	200	138	62	2	2	....	....
	N. Marysburgh ..... No. 1	47	5	61	114	24	138	150	114	36	1	....	....	....
	do ..... " 2	27	11	44	82	33	115	125	82	43	....	....	....	....
	do ..... " 3	34	2	42	79	2	101	125	79	46	1	....	....	....
	S. Marysburgh ..... No. 1	28	19	35	82	29	111	125	82	43	....	....	....	....
	do ..... " 2	37	2	47	86	24	110	124	86	33	3	....	2	....
	do ..... " 3	42	17	39	98	20	118	150	98	52	....	....	....	....

JAMES GIBSON, Returning Officer.

Picton	No. 1	38	16	55	109	29	138	175	109	66	....	....	....	....
do	" 2	49	11	66	126	34	160	175	126	48	1	....	....	....
do	" 3	52	15	63	131	37	168	200	131	69	1	....	....	....
do	" 4	48	11	42	104	30	134	150	104	46	1	2	....	....
do	" 5	22	22	36	80	27	107	125	80	45	....	....	....	....
do	" 6	27	19	41	87	16	103	125	87	38	....	....	....	....
do	" 7	62	25	55	144	65	209	225	144	81	2	....	....	....
Sophiasburgh	No. 1	63	.....	52	117	33	150	175	117	58	....	2	....	....
do	" 2	54	6	79	140	38	178	200	140	60	1	....	....	....
do	" 3	49	.....	60	110	25	135	125	110	15	....	1	....	....
do	" 4	25	.....	74	99	30	129	150	99	51	....	....	....	....
Wellington	No. 1	63	2	57	124	17	141	175	124	51	1	1	....	....
do	" 2	60	3	45	108	18	126	150	108	42	....	....	....	....
Totals		1,846	279	1,943	4,068	1,148	5,161	6,004	4,093	896	24	11	5	....
Majority for Parliament		.....	.....	97										

WILLIAM ANDREW BAKER,
Returning Officer.

			Langstaff.	Mathieu.										
Rainy River	Fort Frances	No. 1	59	91	150	162	315	326	153	173	3	....	....	....
	do	" 2	31	82	113	102	216	225	114	111	1	....	....	....
	McIrvine		1	4	5	3	8	11	5	5	....	1	....	....
	Alberton	No. 1	10	17	27	26	53	58	27	30	....	....	....	1
	do	" 2	7	15	22	32	54	62	22	40	....	....	....	....
	LaVallee	No. 1	12	12	24	3	27	31	24	7	....	....	....	....
	do	" 2	15	21	36	11	47	55	36	19	....	....	....	....
	do	" 3	26	18	44	10	54	61	44	17	....	....	....	....
	do	" 4	31	42	73	21	94	100	73	26	....	1	....	....
	Emo	No. 1	116	57	173	41	214	223	173	50	....	....	....	....
	do	" 2	13	18	31	20	51	57	31	25	....	....	1	....
	Chapple	No. 1	30	45	75	18	94	100	76	23	....	1	....	....
	do	" 2	16	3	19	12	31	37	19	18	....	....	....	....
	do	" 3	10	19	29	13	42	51	29	22	....	....	....	....
	do	" 4	7	10	17	18	35	50	17	33	....	....	....	....
	do	" 5	5	17	22	21	43	51	22	29	....	....	....	....
	do	" 6	22	19	41	19	60	68	41	27	....	....	....	....
	Morley		34	61	95	41	136	150	95	54	....	1	....	....
	Dilke		27	32	59	15	75	86	60	26	1	....	....	....
	Blue		8	24	32	38	70	75	32	43	....	....	....	....
	Worthington		8	17	25	18	44	51	26	24	1	....	1	....
	Atwood		19	21	41	30	71	83	41	42	1	....	....	....
	Rainy River	No. 1	65	52	117	44	161	173	117	56	....	....	....	....
	do	" 2	51	42	93	115	209	222	94	128	1	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
Rainy River.—		Langstaff. Mathieu.										
Continued.....	Spohn ..... No. 1	5 15	20	19	39	51	20	31	....	....	....	....
	Little Grassy ..... " 2	5 21	26	57	83	87	26	60	....	1	....	....
	Pratt ..... " 3	10 3	13	6	20	26	14	12	1	....	....	....
	Sable Island ..... " 4	4 15	19	11	30	37	19	18	....	....	....	....
	Morley ..... " 5	7 17	24	13	37	51	24	27	....	....	....	....
	Sifton ..... " 5 A	6	6	12	18	26	6	20	....	....	....	....
	Nelles and Sutherland .... " 5 B	5 3	8	13	21	26	8	18	....	....	....	....
	Potts ..... " 6	10 9	19	39	58	77	19	58	....	....	....	....
	Richardson ..... " 6 A	1 16	17	18	35	51	17	34	....	....	....	....
	Kingsford ..... " 7	21 6	27	11	39	51	28	23	1	....	....	....
	Dance ..... " 8	8 3	11	29	40	51	11	40	....	....	....	....
	Miscampbell ..... " 9	3 10	13	8	21	26	13	13	....	....	....	....
	Fort Frances ..... " 10	7 40	47	59	108	111	49	62	2	....	....	....
	Northern Construction ... " 11	1 13	14	67	81	100	16	85	....	1	....	....
	Farrington ..... " 12	1 8	9	6	15	26	9	17	....	....	....	....
	Lockhart Co. ..... " 13	3 32	35	32	67	74	35	39	....	....	....	....
	Bears' Pass ..... " 14	3 12	15	20	35	51	15	36	....	....	....	....
	Mine Centre ..... " 15	8 37	45	70	117	126	47	79	2	....	....	....
	Big Turtle ..... " 16	1 2	3	39	42	51	3	48	....	....	....	....
	Bennet Tp. ..... " 17	5 17	22	17	39	51	22	29	....	....	....	....
	Banning ..... " 18	2 7	9	24	33	51	9	42	....	....	....	....
	Little Turtle ..... " 19	7 46	53	59	114	126	55	65	2	....	6	....
	Atikokan ..... " 20	21 25	46	95	141	151	46	105	....	....	....	....
	Elizabeth Mine ..... " 20 A	10 2	12	3	15	26	12	14	....	....	....	....
	Mayflower ..... " 21	4 46	50	91	142	151	51	99	1	1	....	....

	Martin Lake ..... " 22	6	26	32	35	68	75	33	41	1	1	....	....
	Quetico Park ..... " 23	.....	10	10	6	16	26	10	16	....	....	....	....
	Kettle Falls ..... " 24	1	5	6	10	16	26	6	20	....	....	....	....
	Big Grassy ..... " 25	2	10	12	60	73	76	13	63	1	....	....	....
	Totals	790	1,195	1,985	1,762	3,767	4,264	2,005	2,242	20	8	8	1
	Majority for Mathieu 405		405										
			Dunlop.	Markus.									
Renfrew, N.....	Alice and Fraser .....No. 1		34	64	98	18	116	125	98	27	....	....	....	....
	do ..... " 2		77	61	138	58	196	225	138	86	....	....	1	....
	do ..... " 3		66	48	114	36	150	175	114	59	....	2	....	....
	South Algona .....No. 1		40	53	93	28	121	150	93	55	2	....	....	....
	do ..... " 2		49	15	64	14	78	100	64	36	....	....	....	....
	Bromley .....No. 1		51	35	86	61	147	175	86	89	....	....	....	....
	do ..... " 2		82	72	154	72	226	250	154	92	....	....	....	....
	do ..... " 3		17	27	44	22	66	75	44	31	....	....	....	....
	do ..... " 4		30	41	71	14	85	100	71	29	....	....	....	....
	Cobden		92	57	149	36	185	200	149	50	....	1	....	....
	Pembroke Town.....A to K No. 1		145	73	218	.....	.....	325	218	100	....	7	....	....
	do .....L to Z " 1		150	80	230	160	608	325	230	94	1	....	....	....
	do .....A to K " 2		125	92	217	.....	.....	325	217	107	1	....	....	....
	do .....L to Z " 2		131	111	242	156	615	325	242	81	1	1	....	....
	do .....A to K " 3		78	103	181	.....	.....	250	181	68	....	1	....	....
	do .....L to Z " 3		94	111	205	99	485	250	205	44	....	....	1	....
	Pembroke Tp.		48	17	65	18	83	100	65	35	....	....	....	....
	Petawawa		86	52	138	49	187	200	138	60	2	....	....	....
	Rolph B. and Wylie.....No. 1		22	32	54	21	75	100	54	46	....	....	....	....
	do do ..... " 2		101	34	135	42	177	200	135	64	....	1	....	....
	Ross .....No. 1		78	27	105	20	125	150	105	44	....	1	....	....
	do ..... " 2		113	52	165	61	226	250	165	84	1	....	....	....
	do ..... " 3		62	46	108	46	154	175	108	67	....	....	....	....
	Stafford .....No. 1		91	21	112	27	139	150	112	37	1	....	....	....
	do ..... " 2		46	36	82	33	115	125	82	42	....	....	1	....
	Westmeath .....No. 1		133	102	235	18	253	250	235	13	....	....	1	....
	do ..... " 2		69	25	94	17	111	125	94	31	....	....	....	....
	do ..... " 3		77	82	159	37	196	225	159	64	2	....	....	....
	do ..... " 4		63	32	95	23	118	150	95	54	....	1	....	....
	do ..... " 5		33	45	78	16	94	125	78	47	....	....	....	....
	Wilberforce and N. Algona..No. 1		79	55	134	56	190	200	134	65	1	....	....	....
	do do .. " 2		71	67	138	58	196	225	138	86	1	....	....	....
	do do .. " 3		115	95	210	47	257	275	210	65	....	....	....	....
	Totals	2,548	1,863	4,411	1,363	5,774	6,400	4,411	1,952	13	15	5	....
	Majority for Dunlop.....	685											

ANDREW JOHNSTON, Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
Renfrew, South: Thomas William McGarry, by acclamation—ALLAN CAMERON MACKAY, Returning Officer.												
		Black.										
Riverdale.....	Riverdale .....No. 5	1	7	26	34	43	77	100	34	65	....	....	1	....
	do ..... " 6	2	30	113	145	60	205	225	145	79	1	....	....	....
	do ..... " 7	1	14	53	68	55	123	150	78	81	1	....	....	....
	do ..... " 8	4	11	77	92	61	153	175	92	83	....	....	....	....
	do ..... " 9	2	11	51	64	70	134	150	64	85	....	1	....	....
	do ..... " 10	3	12	57	72	79	151	175	72	103	....	....	....	....
	do ..... " 11	3	10	51	64	75	139	150	64	86	....	....	....	....
	do .....Nos. 12 and pt. 13	3	15	52	70	88	158	175	70	105	....	....	....	....
	do .....No. 36	4	15	89	108	57	165	175	108	65	1	1	....	....
	do ..... " 37	2	21	52	75	42	117	175	75	100	....	....	....	....
	do ..... " 38	2	24	65	91	54	145	150	91	58	1	....	....	....
	do ..... " 39	1	15	75	91	79	170	175	91	82	....	2	....	....
	do ..... " 40	5	39	81	125	58	183	200	125	73	1	1	....	....
	do ..... " 41	1	49	67	117	46	163	175	117	58	....	....	....	....
	do ..... " 42	1	20	42	63	61	124	125	63	61	1	....	....	....
	do ..... " 43	.....	26	55	81	41	122	125	81	38	....	....	6	....
	do ..... " 44	1	24	60	85	61	146	150	85	63	1	....	1	....
	do ..... " 58	.....	26	65	91	58	149	175	91	84	....	....	....	....
	do ..... " 59	2	38	67	107	58	165	175	107	66	2	....	....	....
	do ..... " 60	1	30	56	87	47	134	150	87	62	1	....	....	....
	do ..... " 61	3	47	49	99	69	168	175	99	76	....	....	....	....
	do ..... " 62	1	42	45	88	55	143	150	88	60	2	....	....	....
	do ..... " 63	.....	25	36	61	51	112	175	61	113	1	....	....	....

WILLIAM T. STEWART, Returning Officer.

do	" 64	3	26	31	60	63	123	125	60	65	....	....	....	....
do	" 65	1	27	52	80	93	173	175	80	92	3	....	....	....
do	" 66	2	23	65	90	58	148	150	90	60	....	....	....	....
do	" 67	3	34	54	91	77	168	225	91	132	1	1	....	....
do	" 68	3	29	47	79	86	165	175	79	87	1	8	....	....
do	" 69	2	29	53	84	59	143	150	84	66	....	....	....	....
do	" 70	2	20	40	62	51	113	125	62	60	3	....	....	....
do	" 71	11	39	60	110	79	189	200	110	84	5	1	....	....
do	" 72	.....	22	67	89	67	156	175	89	86	....	....	....	....
do	" 73	1	15	50	66	46	112	125	66	45	9	....	5	....
do	" 74	1	24	52	77	54	131	150	77	72	1	....	....	....
do	" 75	.....	21	64	85	59	144	150	85	64	....	1	....	....
do	" 76	4	15	45	64	68	132	150	64	84	2	....	....	....
do	" 77	1	20	39	60	59	119	125	60	65	....	....	....	....
do	" 78	1	25	49	75	74	149	150	75	75	....	....	....	....
do	" 79	3	37	38	78	84	162	175	78	96	1	....	....	....
do	" 80	2	7	67	76	55	131	150	76	73	....	1	....	....
do	" 81	.....	9	36	45	46	91	100	45	53	2	....	....	....
do	" 82	2	7	19	28	30	58	75	28	46	1	....	....	....
do	" 83	5	16	72	93	56	149	150	93	56	....	1	....	....
do	" 84	8	3	49	60	66	126	150	60	90	....	....	....	....
do	" 85	1	10	39	50	38	88	100	50	50	....	....	....	....
do	" 86	.....	10	48	58	41	99	100	58	41	....	1	....	....
do	" 87	1	15	56	72	89	161	175	72	102	1	....	....	....
do	" 88	2	6	38	46	49	95	100	46	54	....	....	....	....
do	" 89	7	10	59	76	81	157	175	76	98	1	....	....	....
do	" 90	3	11	39	53	44	97	100	53	41	....	6	....	....
do	" 91	2	20	41	63	51	114	125	63	62	....	....	....	....
do	" 100	.....	14	35	49	35	84	100	49	49	1	1	....	....
do	" 101	.....	14	29	43	34	77	100	43	56	1	....	....	....
do	" 115	.....	6	46	52	64	116	125	52	72	1	....	....	....
do	" 116	3	19	42	64	65	129	150	64	86	....	....	....	....
do	" 117	5	16	61	82	74	156	175	82	93	....	....	....	....
do	" 118	2	21	39	62	41	103	125	62	63	....	....	....	....
do	" 119	3	13	35	51	32	83	100	51	49	....	....	....	....
do	....Nos. 120 and pt. 121	5	11	41	57	53	110	125	57	67	1	....	....	....
do	" 127	1	37	39	77	59	136	150	77	73	....	....	....	....
do	" 128	.....	41	53	94	66	160	175	94	81	....	....	....	....
do	" 129	3	10	40	53	64	116	125	53	71	1	....	....	....
do	" 130	3	18	32	53	42	95	100	53	45	1	....	1	....
do	" 131	2	21	28	51	51	102	125	51	73	1	....	....	....
do	.....Nos. 132 and pt. 133	.....	15	26	41	24	65	75	41	34	....	....	....	....
Totals		141	1,337	3,299	4,777	3,795	8,572	9,525	4,777	4,657	51	26	14	....
Majority for Russell		.....	.....	1,962										

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.					
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Racine. Lavadure.										
Russell.....	Gloucester ..... No. 1	88 21		109	35	144	150	110	40	....	1	....	....
	do ..... " 2	37 16		53	71	124	125	53	72	....	....	....	....
	do ..... " 3	17 14		31	30	61	75	31	44	....	....	....	....
	do ..... " 4	24 34		58	52	110	125	58	68	....	....	....	....
	do ..... " 5	29 45		74	43	117	125	74	51	....	....	....	....
	do ..... " 6	16 28		44	70	114	125	44	81	....	....	....	....
	do ..... " 7	16 9		25	46	71	75	25	50	....	....	....	....
	do ..... " 8	13 35		48	73	122	126	49	77	1	....	....	....
	do ..... " 9	28 19		47	61	108	100	47	53	....	....	....	....
	do ..... " 10	95 26		121	113	235	251	122	129	1	....	....	....
	do ..... " 11	55 13		68	41	109	100	68	32	....	....	....	....
	do ..... " 12	46 31		77	79	156	150	78	72	....	1	....	....
	do ..... " 13	19 10		29	30	59	60	29	31	....	....	....	....
	do ..... " 14	25 11		36	26	62	61	36	25	....	....	....	....
	Osgoode ..... No. 1	18 14		32	58	90	91	32	59	....	....	....	....
	do ..... " 2	55 8		63	41	104	100	64	37	....	1	....	....
	do ..... " 3	36 45		81	126	207	200	81	118	....	....	....	....
	do ..... " 4	25 22		47	32	79	79	47	22	....	....	....	....
	do ..... " 5	33 31		64	52	116	115	65	50	....	1	....	....
	do ..... " 6	22 12		34	38	72	74	34	40	....	....	....	....
	do ..... " 7	18 17		35	33	68	65	35	30	....	....	....	....
	do ..... " 8	32 37		69	64	133	125	69	56	....	....	....	....
	do ..... " 9	40 18		58	75	136	126	61	65	3	....	....	....
	do ..... " 10	55 15		70	48	118	115	70	45	....	....	....	....
	do ..... " 11	46 23		69	49	119	116	70	46	1	....	....	....
	do ..... " 12	12 21		33	55	88	75	33	42	....	....	....	....

WILLIAM HUGH LOWBIE,
Returning Officer.

Russell	No. 1	44	14	58	54	112	111	59	52	....	1	....	....
do	" 2	53	86	139	99	241	191	142	49	3	....	....	....
do	" 3	7	21	28	51	79	76	28	48	....	....	....	....
do	" 4	79	4	83	36	119	118	83	35	....	....	....	....
do	" 5	73	24	97	58	155	155	97	38	....	....	....	....
do	" 6	154	23	177	141	319	318	178	140	1	....	....	....
do	" 7	44	1	45	40	85	85	45	40	....	....	....	....
Cambridge	No. 1	178	10	188	42	231	249	191	58	1	2	....	....
do	" 2	94	47	141	45	186	198	141	57	....	....	....	....
do	" 3	97	21	118	90	208	123	118	105	....	....	....	....
do	" 4	75	7	82	66	149	150	83	65	1	....	....	....
do	" 5	60	9	69	25	94	100	72	25	....	3	....	....
do	" 6	44	5	49	16	65	75	49	26	....	....	....	....
Clarence	No. 1	124	21	145	94	239	200	145	55	....	....	....	....
do	" 2	110	21	131	85	217	200	132	68	1	....	....	....
do	" 3	32	13	45	55	100	100	45	55	....	....	....	....
do	" 4	64	2	66	56	122	100	66	34	....	....	....	....
do	" 5	54	14	68	83	151	161	68	93	....	....	....	....
do	" 6	72	18	80	49	129	125	80	45	....	....	....	....
do	" 7	38	3	41	15	56	50	41	9	....	....	....	....
do	" 8	59	10	69	65	134	100	69	31	....	....	....	....
do	" 9	21	4	25	26	51	50	25	25	....	....	....	....
do	" 10	27	16	43	31	74	75	43	32	....	....	....	....
do	" 11	48	9	57	38	95	96	57	39	....	....	....	....
do	" 12	41	13	54	39	95	95	54	41	....	....	....	....
Cumberland	No. 1	61	22	83	95	178	175	83	92	....	....	....	....
do	" 2	112	25	137	131	268	250	137	113	....	....	....	....
do	" 3	28	38	66	93	159	150	66	84	....	....	....	....
do	" 4	35	30	65	101	167	150	66	84	1	....	....	....
do	" 5	71	19	90	43	133	130	90	40	....	....	....	....
do	" 6	12	4	16	23	39	56	16	40	....	....	....	....
do	" 7	21	3	24	3	27	27	24	3	....	....	....	....
Eastview	No. 1	50	84	138	106	244	252	138	114	4	....	....	....
do	" 2	57	38	95	74	169	169	95	74	....	....	....	....
do	" 3	89	38	127	110	238	250	128	122	1	....	....	....
do	" 4	69	42	111	105	218	225	113	112	2	....	....	....
Rockland	No. 1	167	26	193	67	262	256	195	61	2	....	....	....
do	" 2	223	25	248	43	293	297	250	47	2	....	....	....
do	" 3	116	10	126	37	168	150	131	13	5	....	....	....
Casselman	No. 1	148	27	175	66	241	242	175	67	....	....	....	....
Totals		3,851	1,422	5,273	3,960	9,233	9,120	5,272	3,848	30	10	....	....
Majority for Racine		2,429											

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Jessop.	Wiley.										
St. Catharines ..	Town of Niagara .....No. 1	61	17	78	30	108	125	80	45	2	....	....	....
	do ..... " 2	49	27	76	36	112	125	78	47	2	....	....	....
	do ..... " 3	49	25	74	46	120	125	75	50	1	....	....	....
	Tp. of Niagara .....No. 1	70	39	109	63	172	175	109	66	....	....	....	....
	do ..... " 2	46	58	104	88	192	200	108	92	1	1	2	....
	do ..... " 3	55	19	74	69	143	150	74	76	....	....	....	....
	do ..... " 4	46	24	70	43	113	125	70	55	....	....	....	....
	Tp. of Grantham .....No. 1	82	49	131	85	216	225	134	91	3	....	....	....
	do ..... " 2	80	22	102	50	152	175	102	73	....	....	....	....
	do ..... " 3	46	37	83	80	163	175	85	90	2	....	....	....
	do ..... " 4	20	9	29	43	72	75	29	46	....	....	....	....
	do ..... " 5	41	5	46	32	78	75	46	29	....	....	....	....
	do ..... " 6	19	11	30	38	68	75	30	45	....	....	....	....
	Village of Merritton .....No. 1	88	44	132	73	205	225	133	92	....	1	....	....
	do ..... " 2	78	34	112	89	201	200	113	87	1	....	....	....
	do ..... " 3	95	28	123	56	179	175	123	52	....	....	....	....
	Village of Port Dalhousie ...No. 1	80	29	109	70	179	200	110	90	1	....	....	....
	do do ... " 2	69	28	97	78	175	175	99	76	1	1	....	....
	City of St. Catharines—												
	St. Andrew's Ward .....No. 1	80	46	126	100	226	250	128	122	2	....	....	....
	do ..... " 2	142	53	195	145	340	350	200	150	4	1	....	....
	do ..... " 3	93	39	132	105	237	250	134	116	1	1	....	....
	do ..... " 4	128	88	216	115	331	350	218	132	1	1	....	....
	St. George's Ward .....No. 1	142	62	204	110	314	325	207	118	3	....	....	....
	do ..... " 2	146	64	210	128	338	350	211	139	1	....	....	....

HENRY O'LOUGHLIN, Returning Officer.

	do ..... "	3	61	25	86	63	149	150	86	64	....	....	....	....
	do ..... "	4	75	23	98	71	169	175	98	77	....	....	....	....
	do ..... "	5	118	53	171	92	263	275	173	102	....	....	2	....
			101	48	149	98	247	250	151	99	1	1	....	....
	St. Patrick's Ward.....No.	1	106	58	164	85	249	250	165	85	1	....	....	....
	do ..... "	2	74	38	112	64	176	150	112	38	....	....	....	....
	do ..... "	3	85	43	128	83	211	200	130	70	2	....	....	....
	do ..... "	4	61	28	89	52	141	150	90	60	1	....	....	....
	do ..... "	5	133	54	187	125	312	325	190	135	2	....	1	....
	do ..... "	6	91	35	126	75	201	200	126	74	....	....	....	....
	do ..... "	7	69	19	88	50	138	150	88	62	....	....	....	....
	do ..... "	8	84	53	137	124	261	275	139	136	2	....	....	....
	Totals		2,863	1,334	4,197	2,754	6,951	7,225	4,244	2,981	35	7	5	....
	Majority for Jessop		1,529											

			Hearst	Crawford										
Sault Ste. Marie	Sault Ste. Marie .....No.	1	119	60	179	162	341	350	180	170	....	....	1	....
	do ..... "	2	91	54	145	142	287	300	147	153	2	....	....	....
	do ..... "	3	78	40	118	219	337	350	118	232	....	....	....	....
	do ..... "	4	80	55	135	150	285	325	136	189	....	....	1	....
	do ..... "	5	64	35	99	101	200	200	99	101	....	....	....	....
	do ..... "	6	110	45	155	147	302	325	157	168	2	....	....	....
	do ..... "	7	82	37	119	147	266	300	121	179	1	1	....	....
	do ..... "	8	77	38	115	126	241	251	115	136	....	....	....	....
	do ..... "	9	108	64	172	167	339	351	173	178	1	....	....	....
	do ..... "	10	90	46	136	114	250	250	136	114	....	....	....	....
	do ..... "	11	65	22	87	107	194	225	88	237	1	....	....	....
	do ..... "	12	46	27	73	74	147	200	74	126	....	....	1	....
	do ..... "	13	82	85	167	166	333	400	167	233	....	....	....	....
	do ..... "	14	66	67	133	151	284	332	135	197	....	....	2	....
	do ..... "	15	88	130	218	247	465	550	225	325	7	....	....	....
	do ..... "	16	59	109	168	224	392	400	172	228	4	....	....	....
	do ..... "	17	52	45	97	105	202	225	98	127	....	....	1	....
	Town of Steelton .....No.	1	66	55	121	90	211	225	123	102	....	1	1	....
	do ..... "	2	76	55	131	94	225	225	132	93	1	....	....	....
	do ..... "	3	84	60	144	78	222	225	145	80	1	....	....	....
	do ..... "	4	72	43	115	73	188	200	118	82	1	2	....	....
	do ..... "	5	41	43	84	88	172	200	86	114	1	1	....	....
	do ..... "	6	36	27	63	92	155	175	67	108	3	1	....	....
	Tarentorus		79	21	100	50	150	150	101	49	....	1	....	....
	Korah .....No.	1	19	17	36	18	54	75	36	39	....	....	....	....
	do ..... "	2	50	24	74	35	109	125	74	51	....	....	....	....
	do ..... "	3	24	20	44	14	58	75	44	31	....	....	....	....

ANDREW ELLIOTT,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
Sault Ste. Marie—Continued.....		Hearst	Crawford										
	Prince	21	17	38	9	47	75	39	36	1	....	....	....
	Batchawana	17	3	20	9	29	50	20	30	....	....	....	....
	Bellevue	17	14	31	23	54	75	34	41	3	....	....	....
	Frater	8	..	8	..	8	25	8	17	....	....	....	....
	Franz	20	2	22	16	38	51	22	29	....	....	....	....
	Garden River	15	3	18	10	28	50	18	32	....	....	....	....
	Goulais Bay	32	10	42	10	52	75	43	32	1	....	....	....
	Goulais River	10	5	15	3	18	25	15	10	....	....	....	....
	Helen Mine	22	3	25	18	43	50	26	24	....	1	....	....
	Oba	34	8	42	20	62	75	42	33	....	....	....	....
	Magpie Mine	56	8	64	11	75	75	66	9	2	....	....	....
	Michipicoten River	12	13	25	7	32	50	25	25	....	....	....	....
	Michipicoten Harbor	7	8	15	3	18	25	16	9	....	1	....	....
	Pangis	22	3	25	30	55	75	26	49	....	1	....	....
	Searchmont	34	10	44	33	77	100	44	56	....	....	....	....
	Totals	2,231	1,431	3,662	3,383	7,045	7,885	3,711	4,174	32	10	7	....
	Majority for Hearst	800											
		Jory.	Thompson.										
Simcoe, Centre ..	Barrie .....No. 1	72	70	142	39	181	200	142	57	....	....	1	....
	do ..... " 2A	74	60	134	48	182	200	134	66	....	....	....	....
	do ..... " 2B	32	38	70	22	92	100	70	30	....	....	....	....

do	" 3	61	98	159	39	198	200	159	39	....	2	....	....
do	" 4A	69	106	175	68	243	250	175	73	2	....	1	....
do	" 4B	40	53	93	28	121	125	93	31	....	....	....	....
do	" 5A	52	88	140	62	202	225	140	81	3	....	1	....
do	" 5B	27	44	71	24	95	100	71	28	....	....	1	....
do	" 6A	31	93	124	76	200	200	124	75	....	1	....	....
do	" 6B	11	62	73	29	102	125	73	50	2	....	....	....
Penetanguishene	No. 1A	103	89	192	58	250	275	192	81	2	....	....	....
do	" 1B	22	40	62	15	77	100	62	38	....	....	....	....
do	" 2A	126	106	232	83	315	325	232	93	....	....	....	....
do	" 2B	48	44	92	43	135	150	92	57	1	....	....	....
do	" 3	20	63	83	46	129	150	83	65	2	....	....	....
Flos	No. 1	52	36	88	26	114	125	88	37	....	....	....	....
do	" 2	38	49	87	26	113	125	87	37	1	....	....	....
do	" 3	60	35	95	27	122	125	95	30	....	....	....	....
do	" 4	52	70	122	46	168	175	122	49	4	....	....	....
do	" 5	50	47	97	44	141	150	97	52	1	....	....	....
do	" 6	52	60	112	22	134	150	112	37	....	1	....	....
do	" 7	43	49	92	27	119	125	92	32	....	1	....	....
Sunnidale	No. 1	21	49	70	36	106	125	70	55	....	....	....	....
do	" 2	60	82	142	61	203	225	142	83	....	....	....	....
do	" 3	50	53	103	30	133	150	103	46	1	....	....	....
do	" 4	54	52	106	29	135	150	106	44	....	....	....	....
do	" 5	6	29	35	26	61	75	35	40	....	....	....	....
Tiny	No. 1	34	58	92	63	155	175	92	83	....	....	....	....
do	" 2	66	61	127	31	158	175	127	48	....	....	....	....
do	" 3	127	64	191	43	234	250	191	58	....	....	1	....
do	" 4	40	72	112	48	160	175	112	63	....	....	....	....
do	" 5	84	51	135	3	138	150	135	15	....	....	....	....
do	" 6	9	26	35	11	46	50	35	15	....	....	....	....
Vespra	No. 1	59	28	87	42	129	150	87	62	....	1	....	....
do	" 2	40	51	91	29	120	125	91	34	....	....	....	....
do	" 3	32	45	67	21	88	100	67	32	....	....	1	....
do	" 4	61	53	114	33	147	150	114	35	1	....	....	....
do	" 5	43	40	83	52	135	150	83	67	....	....	....	....
do	" 6	18	11	29	9	38	50	29	21	....	....	....	....
do	" 7	15	11	26	23	49	50	26	24	....	....	....	....
do	" 8	17	21	38	23	61	75	38	36	1	....	....	....
Totals		1,971	2,247	4,218	1,511	5,729	6,253	4,218	1,999	21	6	6	....
Majority for Thompson		....	276										

ARTHUR JARY,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Cooke.	Hartt.										
Simcoe, East	Coldwater .....No. 1	48	73	121	35	156	175	121	54	....	....	....	....
	Matchedash	19	65	84	37	121	125	84	41	....	....	....	....
	Medonte .....No. 1	59	49	109	39	148	150	109	41	....	1	....	....
	do ..... " 2	39	24	63	14	77	101	63	28	....	....	....	....
	do ..... " 3	33	51	84	31	115	125	84	41	....	....	....	....
	do ..... " 4	52	47	100	25	125	150	100	50	1	....	....	....
	do ..... " 5	63	50	114	31	145	150	114	36	....	....	1	....
	do ..... " 6	24	47	71	45	116	125	71	54	....	....	....	....
	do ..... " 7	16	82	98	46	144	161	98	63	....	....	....	....
	Midland .....No. 1	39	60	100	87	187	200	99	100	1	....	....	....
	do A to M ..... " 2	68	72	143	75	218	225	143	82	....	....	2	1
	do N to Z ..... " 2	18	26	44	39	83	100	44	56	....	....	....	....
	do ..... " 3	94	83	180	113	293	300	180	120	1	2	....	....
	do ..... " 4	46	73	120	106	226	250	120	130	....	1	....	....
	do A to M ..... " 5	91	125	224	139	363	373	224	149	6	....	2	....
	do N to Z ..... " 5	27	62	90	51	141	150	90	60	1	....	....	....
	do ..... " 6	53	97	152	78	230	250	152	98	....	1	1	....
	Tp. of Orillia .....No. 1	41	40	85	33	118	125	85	40	2	2	....	....
	do ..... " 2	28	17	45	19	64	75	45	30	....	....	....	....
	do ..... " 3	10	43	53	24	77	100	53	47	....	....	....	....
	do ..... " 4	24	39	64	25	89	100	64	36	....	1	....	....
	do ..... " 5	29	68	99	49	148	150	99	51	1	1	....	....
	do ..... " 6	24	53	79	25	104	125	79	46	1	1	....	....
	do ..... " 7	4	48	52	10	62	75	52	23	....	....	....	....
	do ..... " 8	11	52	63	33	96	100	63	37	....	....	....	....
	do ..... " 9	13	31	44	13	57	75	44	31	....	....	....	....

JOHN HUGH HAMMOND.
Returning Officer.

do	"	10	62	32	95	47	142	150	95	55	....	....	1	....
Town of Orillia	A to M	No. 1	40	49	94	73	167	175	94	81	5	....	....	....
do	N to Z	" 1	11	39	50	30	80	101	50	51	....	....	....	....
do	A to M	" 2	68	101	171	120	291	300	171	129	....	2	....	....
do	N to Z	" 2	28	63	91	39	130	150	91	59	....	....	....	....
do	A to M	" 3	56	54	112	50	162	175	112	63	2	....	....	....
do	N to Z	" 3	27	34	62	25	87	100	62	38	1	....	....	....
do	A to M	" 4	77	72	152	51	203	225	152	73	3	....	....	....
do	N to Z	" 4	25	35	62	24	86	100	62	38	1	....	1	....
do	A to M	" 5	79	72	153	78	231	250	153	97	2	....	....	....
do	N to Z	" 5	45	38	83	34	117	125	83	42	....	....	....	....
do	A to M	" 6	91	81	172	98	270	275	172	103	....	....	....	....
do	N to Z	" 6	38	41	79	40	119	125	79	46	2	....	....	....
do		" 7	55	90	147	97	244	250	147	113	2	....	....	....
Tp. of Oro		No. 1	60	39	100	44	144	150	100	50	....	1	....	....
do		" 2	39	34	73	45	118	125	73	52	....	....	....	....
do		" 3	71	21	92	34	126	150	92	58	....	....	....	....
do		" 4	73	41	114	23	137	150	114	36	....	....	....	....
do		" 5	87	46	134	25	159	177	134	43	1	....	....	....
do		" 6	39	32	71	32	103	125	71	54	....	....	....	....
do		" 7	46	66	113	30	143	150	113	37	....	1	....	....
Tp. of Tay		No. 1	8	31	39	18	57	75	39	36	....	....	....	....
do		" 2	21	45	66	63	129	150	66	84	....	....	....	....
do		" 3	11	54	65	40	105	125	65	60	....	....	....	....
do	A to M	" 4	17	114	132	81	213	227	132	95	....	....	1	....
do	N to Z	" 4	12	65	77	38	115	126	77	49	....	....	....	....
do	A to M	" 5	65	84	150	48	198	225	150	75	1	....	....	....
do	N to Z	" 5	35	30	66	35	101	126	66	60	1	....	....	....
do		" 6	20	24	44	28	72	100	44	56	....	....	....	....
do		" 7	16	28	44	22	66	75	44	31	....	....	....	....
do		" 8	17	20	37	44	81	100	37	63	....	....	....	....
do		" 9	9	36	45	26	71	75	45	30	....	....	....	....
Victoria Harbor		No. 1	41	118	161	73	234	251	161	90	....	2	....	....
do		" 2	32	87	120	55	175	196	120	76	....	1	....	....
Totals			2,394	3,293	5,748	2,842	8,579	9,414	5,747	3,667	35	17	9	1
Majority for Hartt			....	899										

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Ferguson.	MacLean.									
Simcoe, South ...	Tecumseh ..... No. 1	54	13	67	84	151	158	67	91	....	....	....	....
	do ..... " 2	65	38	103	46	149	150	103	47	....	....	....	....
	do ..... " 3	52	19	71	68	139	150	71	79	....	....	....	....
	do ..... " 4	85	24	109	56	165	175	110	65	1	....	....	....
	do ..... " 5	53	6	59	91	150	175	59	116	....	....	....	....
	do ..... " 6	69	10	79	54	133	150	80	70	1	....	....	....
	Bradford ..... No. 1	81	51	132	42	174	200	133	67	....	1	....	....
	do ..... " 2	36	33	69	27	96	100	70	30	1	....	....	....
	Tottenham ..... No. 1	55	27	82	59	141	150	83	67	....	1	....	....
	Beeton ..... No. 1	81	24	105	56	161	165	105	60	....	....	....	....
	Adjala ..... No. 1	53	10	63	83	146	150	63	87	....	....	....	....
	do ..... " 2	53	15	68	122	190	200	69	131	....	1	....	....
	do ..... " 3	31	2	33	96	129	142	33	109	....	....	....	....
	do ..... " 4	52	12	64	98	162	175	64	111	....	....	....	....
	W. Gwillimbury ..... No. 1	45	71	116	27	143	175	117	58	1	....	....	....
	do ..... " 2	60	56	116	38	154	175	116	59	....	....	....	....
	do ..... " 3	59	13	72	50	122	145	72	73	....	....	....	....
	do ..... " 4	34	26	60	25	85	100	60	40	....	....	....	....
	do ..... " 5	26	20	46	22	68	100	46	54	....	....	....	....
	Innisfil ..... No. 1	37	21	58	36	94	100	58	42	....	....	....	....
	do ..... " 2	46	48	94	18	112	125	94	31	....	....	....	....
	do ..... " 3	59	57	116	49	165	175	118	57	2	....	....	....
	do ..... " 4	45	22	67	55	122	125	67	58	....	....	....	....
	do ..... " 5	55	42	97	31	128	130	98	32	....	1	....	....
	do ..... " 6	50	15	65	21	86	100	65	35	....	....	....	....

THOMAS MCKNIGHT, Returning Officer.

	do ..... " 7	38	10	48	37	85	100	48	52	....	....	....	....
	do ..... " 8	28	16	44	37	81	100	44	56	....	....	....	....
	do ..... " 9	20	8	28	8	36	50	28	22	....	....	....	....
	do ..... " 10	25	16	41	17	58	60	41	19	....	....	....	....
	Totals	1,447	725	2,172	1,453	3,625	4,000	2,182	1,818	6	4	....	....
	Majority for Ferguson	722											

WILLIAM M. LOCKHART, Returning Officer.

			Duff	Coburn									
Simcoe, West....	Alliston .....No. 1	35	18	53	55	109	150	53	96	1	....	....	....
	do ..... " 2	65	12	77	59	137	150	77	72	1	....	....	....
	do ..... " 3	68	17	85	55	140	150	85	65	....	....	....	....
	Collingwood .....A to L No. 1	63	20	83	62	145	149	83	66	....	....	....	....
	do .....M to Z " 1	65	15	80	42	123	125	80	44	....	1	....	....
	do ..... " 2	117	64	181	112	294	300	181	118	....	1	....	....
	do ..... " 3	83	32	135	88	223	225	135	90	....	....	....	....
	do .....A to L " 4	63	31	94	75	170	175	94	80	....	....	1	....
	do .....M to Z " 4	64	32	96	83	180	200	96	103	....	1	....	....
	do ..... " 5	116	89	205	128	333	350	205	145	....	....	....	....
	do .....A to L " 6	72	60	132	85	217	225	132	93	....	....	....	....
	do .....M to Z " 6	57	54	111	54	165	176	111	65	....	....	....	....
	Creemore	75	65	140	30	170	175	140	35	....	....	....	....
	Essa .....No. 1	99	15	114	61	177	200	114	84	1	1	....	....
	do ..... " 2	71	2	73	35	109	125	73	51	1	....	....	....
	do ..... " 3	73	9	82	43	125	125	82	43	....	....	....	....
	do ..... " 4	71	22	93	86	179	200	93	107	....	....	....	....
	do ..... " 5	64	10	74	27	102	125	74	50	....	1	....	....
	do ..... " 6	66	16	82	33	117	126	82	42	1	1	....	....
	do ..... " 7	40	11	51	30	81	100	51	49	....	....	....	....
	Nottawasaga .....No. 1	42	39	81	18	99	100	81	19	....	....	....	....
	do ..... " 2	41	31	72	24	96	100	72	28	....	....	....	....
	do ..... " 3	35	18	53	40	93	100	53	47	....	....	....	....
	do ..... " 4	39	38	77	43	120	125	77	48	....	....	....	....
	do ..... " 5	16	24	40	19	60	75	40	34	1	....	....	....
	do ..... " 6	33	25	58	3	62	75	58	16	1	....	....	....
	do ..... " 7	43	55	98	47	146	151	98	52	1	....	....	....
	do ..... " 8	39	15	54	26	80	100	54	46	....	....	....	....
	do ..... " 9	49	10	59	19	80	100	59	39	2	....	....	....
	do ..... " 10	60	51	111	35	146	150	111	39	....	....	....	....
	do ..... " 11	56	56	112	64	176	200	112	88	....	....	....	....
	do ..... " 12	22	21	43	32	75	75	43	32	....	....	....	....
	Stayner .....No. 1	45	55	100	60	160	174	100	74	....	....	....	....
	do ..... " 2	25	45	70	30	100	100	70	30	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Duff.	Coburn.									
Simcoe, W.—Con.	Tossorontio ..... No. 1	90	25	115	60	176	200	115	84	1	....	....	....
	do ..... " 2	110	19	129	50	179	200	129	71	....	....	....	....
	do ..... " 3	36	4	40	11	51	75	40	35	....	....	....	....
	do ..... " 4	25	3	28	12	40	50	28	22	....	....	....	....
	Totals	2,233	1,148	3,381	1,836	5,235	5,701	3,381	2,302	11	6	1	....
	Majority for Duff.....	1,085											
		McLeod	Shearer										
Stormont	Tp. of Finch ..... No. 1	42	34	76	.....	.....	125	76	49	....	....	....	....
	do ..... " 2	20	37	57	.....	.....	125	57	68	....	....	....	....
	do ..... " 3	35	45	80	.....	.....	125	80	45	....	....	....	....
	do ..... " 4	58	50	108	.....	.....	175	108	67	....	....	....	....
	do ..... " 5	55	38	93	.....	.....	175	93	81	....	....	....	1
	do ..... " 6	85	44	129	.....	.....	200	129	69	2	....	....	....
	do ..... " 7	51	10	61	.....	.....	125	61	64	....	....	....	....
	do ..... " 8	16	28	44	.....	.....	100	44	56	....	....	....	....
	Village of Finch	32	52	84	.....	.....	125	84	41	....	....	....	....
	Town of Cornwall ..... No. 1	76	49	125	.....	.....	150	125	23	....	2	....	....
	do ..... " 2	67	44	111	.....	.....	150	111	39	....	....	....	....
	do ..... " 3	45	55	100	.....	.....	150	100	50	....	....	....	....
	do ..... " 4	44	58	102	.....	.....	175	102	73	....	....	....	....
	do ..... " 5	46	59	105	.....	.....	150	105	44	....	1	....	....

GEORGE LACHLAN McLEAN,
Returning Officer.

	do	"	6	42	81	123	.....	.....	200	123	76	1	....	....	....
	do	"	7	41	70	111	.....	.....	225	111	111	....	3	....	....
	do	"	8	32	63	95	.....	.....	200	95	103	2	....	....	....
	do	"	9	41	64	105	.....	.....	200	105	95	....	....	....	....
	do	"	10	41	65	106	.....	.....	150	106	44	....	....	....	....
	do	"	11	41	61	102	.....	.....	175	102	72	1	....	....	....
	Osnabruck	No.	1	59	70	130	.....	.....	175	130	45	....	....	1	....
	do	"	2	62	39	102	.....	.....	150	102	48	1	....	....	....
	do	"	3	58	55	114	.....	.....	150	114	36	1	....	....	....
	do	"	4	45	80	126	.....	.....	175	126	49	1	....	....	....
	do	"	5	39	67	107	.....	.....	150	107	43	1	....	....	....
	do	"	6	28	46	74	.....	.....	125	74	51	....	....	....	....
	do	"	7	48	95	143	.....	.....	225	143	82	....	....	....	....
	do	"	8	43	53	96	.....	.....	150	96	54	....	....	....	....
	Tp. of Cornwall	No.	1	130	82	212	.....	.....	350	212	127	10	1	....	....
	do	"	2	36	58	94	.....	.....	150	94	55	....	....	1	....
	do	"	3	54	35	89	.....	.....	150	89	61	....	....	....	....
	do	"	4	18	72	90	.....	.....	175	90	85	....	....	....	....
	do	"	5	29	47	76	.....	.....	150	76	74	....	....	....	....
	do	"	6	52	58	110	.....	.....	200	110	87	....	....	3	....
	do	"	7	59	57	116	.....	.....	225	116	105	2	1	1	....
	do	"	8	63	62	125	.....	.....	225	125	100	....	....	....	....
	do	"	9	92	78	170	.....	.....	225	170	54	1	....	....	....
	do	"	10	57	65	122	.....	.....	150	122	26	....	1	1	....
	Tp. of Roxborough	No.	1	61	67	128	.....	.....	275	128	147	....	....	....	....
	do do	"	2	16	64	80	.....	.....	125	80	45	....	....	....	....
	do do	"	3	52	14	66	.....	.....	125	66	58	1	....	....	....
	do do	"	4	77	75	152	.....	.....	200	152	48	....	....	....	....
	do do	"	5	46	22	68	.....	.....	125	68	56	1	....	....	....
	do do	"	6	71	37	108	.....	.....	175	108	66	1	....	....	....
	do do	"	7	93	31	124	.....	.....	232	124	108	....	....	....	....
	Totals			2,298	2,436	4,734	.....	*6,774	7,757	4,739	298	26	10	6	....
	Majority for Shearer				138										

*In 1911. No details given for 1914.

				Mageau.	Martin.										
Sturgeon Falls...	Polling Sub-division	No.	1	104	22	126	90	216	225	126	99	....	....	....	....
	do do	"	2	62	88	150	151	301	302	150	151	1	....	....	....
	do do	"	3	47	45	92	98	190	200	92	107	....	....	1	....
	do do	"	4	84	115	199	144	343	350	199	151	....	....	....	....
	do do	"	5	112	34	146	97	243	250	146	103	1	....	....	....
	do do	"	6	59	19	78	52	130	153	78	75	....	....	....	....
	do do	"	7	217	16	233	76	309	325	233	92	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Mageau. Martin.										
Sturgeon Falls.—Continued.....	Polling Sub-division ..... No. 8	92 41	133	83	216	225	133	92	....	....	....	....
	do do ..... " 9	49 3	52	17	69	75	52	23	....	....	....	....
	do do ..... " 10	67 14	81	17	98	100	81	19	....	....	....	....
	do do ..... " 11	106 6	112	89	201	200	112	88	....	....	....	....
	do do ..... " 12	12 3	15	16	31	50	15	35	....	....	....	....
	do do ..... " 13	56 5	61	28	89	100	61	39	....	....	....	....
	do do ..... " 14	50 2	52	26	78	100	52	47	1	....	....	....
	do do ..... " 15	26 1	27	16	43	51	27	24	....	....	....	....
	do do ..... " 16	10 11	21	15	36	50	21	29	....	....	....	....
	do do ..... " 17	54 2	56	32	88	100	56	42	....	....	2	....
	do do ..... " 18	64 11	75	19	94	100	75	24	....	1	....	....
	do do ..... " 19	27 5	32	15	47	50	32	18	....	....	....	....
	do do ..... " 20	28 2	30	43	73	75	30	43	2	....	....	....
	do do ..... " 21	19 18	37	59	96	100	37	62	1	....	....	....
	do do ..... " 22	47 4	51	16	67	75	51	24	....	....	....	....
	do do ..... " 23	29 1	30	7	37	50	30	20	....	....	....	....
	do do ..... " 24	44 6	50	16	66	75	50	24	....	1	....	....
	do do ..... " 25	45 14	59	26	85	100	59	41	....	....	....	....
	do do ..... " 26	95 11	106	30	136	150	106	44	....	....	....	....
	do do ..... " 27	23 9	32	11	43	50	32	17	....	1	....	....
	do do ..... " 28	14 2	16	8	24	25	16	9	....	....	....	....
	do do ..... " 29	3 19	22	9	31	50	22	28	....	....	....	....
	do do ..... " 30	5 2	7	2	9	25	7	18	....	....	....	....
JESSE BRADFORD, Returning Officer.	Totals	1,650 531	2,181	1,308	3,489	3,781	2,181	1,588	6	3	3	....
	Majority for Mageau.....	1,119										

Sudbury.....

STEPHEN FOURNIER,
Returning Officer.

		Allard.	McCrea.										
McCormick Ward ..A to K No. 1		47	124	171	202	373	400	174	226	1	2	....	....
do ....L to Z " 1		58	114	172	178	350	375	177	198	3	....	2	....
Ryan Ward .....A to K No. 2		59	92	151	138	289	300	151	149	....	....	....	....
do .....L to Z " 2		53	110	163	131	294	300	165	135	2	....	....	....
Fournier Ward ....A to K No. 3		101	61	162	123	285	300	167	133	2	3	....	....
do ....L to Z " 3		106	42	148	167	315	325	148	177	....	....	....	....
Copper Cliff .....No. 1		9	10	19	15	34	50	20	30	1	....	....	....
do ..... " 2		42	112	154	90	244	275	161	114	5	....	2	....
do ..... " 3		31	64	95	46	141	150	96	54	1	....	....	....
do ..... " 4		40	127	167	206	373	400	168	232	1	....	....	....
Tp. Neelon, Con. 4, 5, 6.....No. 1		15	7	22	43	108	50	22	28	....	....	....	....
do Con. 1, 2, 3, Coniston " 2		28	15	43			100	44	56	1	....	....	....
Tp. Garson		32	38	70	80	150	175	72	103	2	....	....	....
Tp. Hanmer		98	17	115	35	150	175	115	60	....	....	....	....
Tp. Blezard		57	24	81	34	115	150	81	69	....	....	....	....
Tp. McKim .....No. 4		15	10	25	32	66	75	25	50	....	....	....	....
do ..... " 5		5	4	9			25	9	16	....	....	....	....
Tp. Waters		7	27	34	25	59	75	36	39	2	....	....	....
Tps. Drury, Denison and Graham—													
Tp. Worthington .....No. 1		9	26	35	18	53	75	35	40	....	....	....	....
do Whitefish .....Nos. 2 and 6		15	12	27	1	28	50	27	23	....	....	....	....
do Victoria Mines .....No. 3		13	4	17	260	277	300	17	283	....	....	....	....
do Mond ..... " 4		15	15	30	91	121	150	34	116	4	....	....	....
do Crean Hill ..... " 5		5	34	39	129	168	200	39	161	....	....	....	....
do Rayside		143	16	159	17	176	200	161	39	....	2	....	....
do Balfour		53	32	85	22	107	125	85	40	....	....	....	....
Town Chelmsford		56	47	103	56	159	175	103	72	....	....	....	....
Tp. Hagar		8	57	65	23	88	100	65	35	....	....	....	....
Tps. Awrey, Hawley and Street...	.....		13	13	5	18	25	13	12	....	....	....	....
Nicholson's Siding		23	24	47	32	79	100	49	51	2	....	....	....
Woman River		2	2	4	13	17	25	4	21	....	....	....	....
Devon		14	12	26	29	55	75	27	48	1	....	....	....
Biscotasing		37	48	85	36	121	150	87	63	2	....	....	....
Ruel		10	7	17	18	35	50	17	33	....	....	....	....
Sellwood Junction		3	8	11	29	40	50	11	39	....	....	....	....
Sellwood		22	28	50	17	67	75	51	24	1	....	....	....
Tps. Norman and Wisner.....		2	6	8	7	15	25	8	17	....	....	....	....
Tp. Lumsden		11	10	21	2	23	50	21	29	....	....	....	....
Tp. Capreol		87	48	135	81	216	175	140	35	3	2	....	....
Capreol Junction		18	34	52	37	89	100	54	46	2	....	....	....
Tps. Kelly, etc. ("S. Creek").....	.....		13	13	10	23	50	13	37	....	....	....	....
Tps. Cleland, Dryden, etc.		15	24	39	14	53	75	39	36	....	....	....	....
Tp. Rathburn, etc.		3	9	12	6	18	25	12	13	....	....	....	....
Tp. Creighton		11	80	91	33	124	150	93	57	....	2	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

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		Allard.	McCrea.											
Sudbury.—Con...	Tp. Snider (North Star)	6	14		20	16	36	50	20	30	....	....	....	....
	Tps. Broder and Dill	36	11		47	14	61	75	49	26	....	2	....	....
	Tps. Morgan, Dowling, etc.	27	39		66	12	78	100	66	34	....	....	....	....
	Tp. Cartier	41	33		74	64	138	150	74	76	....	....	....	....
	Windy Lake	.....	4		4	9	13	25	4	21	....	....	....	....
	Bannerman	8	9		17	49	66	75	17	58	....	....	....	....
	Town Chapleau ....A to K No. 1	63	87		150	153	303	325	152	173	1	1	....	....
	do ..L to Z " 1	56	103		159	214	373	400	162	238	3	....	....	....
	Quartz Mine	1	2		3	10	13	25	3	22	....	....	....	....
	Frood Mine	12	22		34	14	48	75	35	40	1	....	....	....
	Tp. Levack	5	13		18	49	67	75	20	55	1	1	....	....
	Foley	14	52		66	41	107	125	68	57	....	2	....	....
	Scott	29	35		64	35	114	100	65	35	1	....	....	....
	do Mileage 103½	10	5		15			75	16	59	....	1	....	....
	Thor Lake	4	11		15	23	38	50	17	33	1	....	1	....
	Totals	1,690	2,047		3,737	3,234	6,971	8,000	3.804	4,196	44	18	5	....
	Majority for McCrea		357											
		Magladery	Mill	Roebuck										
Temiskaming....	Kane	32	7	16	55	23	78	75	55	20	....	....	....	....
	Brethour	65	1	16	82	34	116	115	82	33	....	....	....	....
	McCool	5	1	9	15	4	19	20	15	5	....	....	....	....
	Kennebec	40	5	4	49	26	75	75	49	26	....	....	....	....

Zeta	43	4	45	92	41	133	125	92	33	2	1	....	....
Mowat's Ldg.	12	.....	2	14	17	31	28	14	14	....	....	....	....
Dack	111	1	67	179	61	240	223	179	44	....	....	....	....
Latchford	30	.....	6	36	43	79	65	36	29	....	....	....	....
M. Lake O'Brien	37	35	17	89	36	125	125	89	36	....	....	....	....
Coleman	7	1	16	24	55	79	50	24	26	....	....	....	....
Hough Lake	44	2	20	66	42	108	108	66	42	....	....	....	....
Dane	26	2	8	36	24	60	60	36	24	....	....	....	....
Cobalt, Div. 3	26	11	90	127	84	211	200	127	73	2	....	....	....
Larder Lake	1	7	4	12	15	27	27	12	15	....	....	....	....
Evanturel	33	9	37	79	34	113	100	79	21	....	....	....	....
Casey	34	4	30	68	63	131	125	68	57	....	....	....	....
Manes	14	.....	4	18	.....	18	49	18	31	....	1	....	....
Chamberlin	37	7	10	54	42	96	150	54	96	....	....	....	....
Wigwam	17	2	1	20	32	52	49	20	29	1	....	....	....
Wabun	16	1	3	20	20	40	40	20	20	....	....	....	....
Marter	29	2	12	43	27	70	75	44	31	....	1	....	....
Dymond	96	1	46	143	31	174	175	143	31	....	....	....	....
Elk Lake	37	42	20	99	52	151	150	103	47	1	4	....	....
Cobalt, Div. 9	41	14	13	68	56	124	175	89	86	1	....	....	....
Cobalt, Div. 2	24	24	105	153	151	304	296	153	143	3	1	....	....
Coleman	30	33	16	79	104	183	200	79	121	....	....	....	....
Buck	28	23	44	95	191	286	300	95	205	....	....	....	....
Haileybury	29	14	41	84	78	162	175	84	91	....	....	....	....
Cobalt, Div. 10	11	25	12	48	287	335	250	58	192	....	....	....	....
Buck	24	26	42	92	224	316	225	93	132	....	....	1	....
Montreal River	4	.....	3	7	15	22	89	71	18	....	....	....	....
James	15	8	12	35	76	111	150	35	115	1	....	....	....
Krugerdorf	28	2	7	37	22	59	59	39	20	....	1	....	....
Firstbrook	21	2	36	59	31	90	138	59	79	....	1	....	....
Elk Lake	15	12	15	42	200	242	250	43	207	2	1	....	....
Coleman	34	35	15	84	156	240	225	87	138	....	1	....	....
Montrose Mine	21	18	1	40	6	46	50	40	10	....	....	....	....
Kearns	72	25	36	133	40	173	250	133	117	....	....	....	....
Coleman	10	5	4	19	27	46	50	19	31	....	....	....	....
Hudson	49	2	23	74	.....	74	76	75	1	....	....	....	....
New Liskeard	82	3	65	150	3	153	225	150	75	....	....	....	....
Paradise Bay	9	2	22	33	74	107	100	33	67	1	....	....	....
Temagami	38	.....	9	47	49	96	100	50	50	3	....	....	....
Coleman	48	12	41	101	50	151	201	103	98	1	....	1	....
Harris	57	7	15	77	28	105	100	77	23	....	....	....	....
New Liskeard	75	4	56	135	17	152	275	138	137	1	2	....	....
Harley	69	14	43	126	34	160	200	127	73	1	....	....	....
Maine Mine	7	18	2	27	31	58	48	27	21	1	1	....	....
Haileybury	29	19	22	70	65	135	150	73	77	3	....	....	....

THOMAS W. STODDART,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Magladery	Mill	Roebuck										
Temiskaming.—Continued.....	Haileybury	35	11	26	72	88	160	150	73	77	1	....	....	....
	do	66	4	22	92	96	188	197	95	102	3	....	....	....
	Cobalt	50	23	14	87	140	227	250	89	171	....	1	1	....
	Buck	14	13	51	78	68	146	125	79	46	1	....	....	....
	James	22	7	15	44	268	312	250	44	206	....	....	....	....
	Haileybury	56	2	25	83	29	112	125	83	42	1	1	....	....
	Cobalt	16	34	123	173	222	395	200	84	116	6	2	32	....
	New Liskeard	87	3	70	160	28	188	275	160	115	....	....	....	....
	Coleman	9	7	19	35	219	254	150	35	115	....	....	....	....
	Buck	14	1	14	29	39	68	84	39	45	2	....	....	....
	Coleman	14	13	39	66	61	127	200	66	67	....	1	....	....
	Hound Chutes	11	2	11	24	9	33	33	24	9	....	....	....	....
	Cobalt	52	18	72	142	169	311	250	144	106	2	....	....	....
	Haileybury	63	8	61	132	113	245	235	133	102	....	....	1	....
	Gowganda	60	31	16	107	193	300	215	108	107	1	....	....	....
	Buck	18	2	13	33	40	73	75	33	42	....	....	....	....
	Thornloe	11	2	3	16	4	20	25	16	9	....	....	....	....
	Bear Island	36	.....	4	40	38	78	75	41	34	1	....	....	....
	Earlton	92	5	68	165	77	242	225	166	59	1	1	....	....
	Lundy	5	.....	2	7	.....	7	25	7	18	....	....	....	....
	Englehart	126	9	18	153	69	202	253	156	97	....	....	....	....
	Hilliard	53	3	19	75	29	104	100	75	25	....	....	....	....
	Tomstown	41	7	17	65	5	70	100	69	31	3	1	....	....
	Haileybury	45	.....	24	69	55	124	221	69	152	....	....	....	....
	Coleman	14	7	23	44	133	177	175	46	129	1	1	....	....

Cobalt	No. 1	19	77	25	121	201	322	360	121	239	....	....	....	....
do	" 2	67	34	71	172	216	388	355	157	198	2	3	....	....
do	" 3	44	33	44	121	235	356	250	124	126	2	1	....	....
Coleman		36	34	18	38	122	210	175	89	86	1	....	....	....
Totals		2,838	882	2,108	5,828	5,787	11,615	11,719	5,880	5,781	52	27	7	....
Majority for Magladery		731												

Toronto, N.E.—Seat "A"....

Thomas Percival Galt, Returning Officer.

		McKenzie.	Pyne.										
Ward 1	No. 45	50	87	137	54	191	200	143	57	5	1	....	....
do	" 46	55	80	135	60	195	200	151	49	....	....	8	....
do	" 47	60	71	131	69	200	200	131	69	....	....	....	....
do	" 48	55	60	115	68	183	200	115	85	....	....	....	....
do	" 49	50	63	113	60	173	175	122	53	1	4	....	....
do	" 50	27	62	89	72	161	175	93	82	3	....	1	....
do	" 51	48	70	118	53	171	175	125	50	....	3	....	....
do	" 52	38	63	101	54	155	175	119	56	6	3	....	....
do	" 53	52	58	110	45	155	175	123	52	4	....	7	....
do	" 54	21	43	64	50	114	125	67	58	1	....	2	....
do	" 55	38	46	84	62	146	150	91	59	4	2	....	1
do	" 56	36	54	90	66	156	175	97	78	4	....	3	....
do	" 57	40	48	88	54	142	150	92	58	....	2	....	....
do	" 123	25	64	89	74	163	175	92	83	....	1	2	....
do	" 124	38	44	82	73	155	175	91	84	1	8	....	....
do	" 125	56	48	104	85	189	200	114	86	10	....	....	....
do	" 126	31	42	73	72	145	150	79	71	6	....	....	....
do	" 127	3	23	26	26	52	100	29	71	....	....	1	....
Ward 2	No. 40	59	51	110	72	182	200	115	85	5	....	....	....
do	" 41	19	51	70	72	142	150	79	71	5	....	4	....
do	" 42	19	77	96	65	161	175	110	65	12	2	....	....
do	" 43	23	79	102	77	179	200	111	89	8	1	....	....
do	" 44	18	71	89	93	182	200	100	100	4	....	7	....
do	" 45	24	83	107	90	197	200	113	87	3	3	....	....
do	" 46	49	54	103	55	158	175	107	68	4	....	....	....
do	" 47	31	52	83	65	148	150	84	66	1	....	....	....
do	" 48	32	65	97	60	157	200	102	98	3	2	....	....
do	" 49	31	66	97	72	169	175	97	78	....	....	....	....
do	" 50	36	47	83	82	165	175	90	85	5	2	....	....
do	" 51	22	60	82	58	140	150	85	65	2	1	....	....
do	" 52	42	40	82	62	144	150	85	65	3	....	....	....
do	" 53	32	48	80	68	148	150	87	63	7	....	....	....
do	" 54	30	42	72	64	136	150	76	74	3	1	....	....
do	" 55	22	43	65	65	130	150	70	80	1	....	4	....

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
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			McKenzie.	Pyne.									
Toronto, N.E., Seat "A."—Con.	Ward 2—*Continued*.....No. 56		24	46	70	56	126	125	76	49	6	....	....	....
	do ..... " 57		45	69	114	116	230	250	126	124	10	2	....	....
	do ..... " 58		46	60	106	88	194	200	115	85	9	....	....	....
	do ..... " 59		29	49	78	65	143	150	86	64	8	....	....	....
	do ..... " 60		31	59	90	87	177	200	98	102	7	1	....	....
	do ..... " 61		48	49	97	84	181	200	103	97	6	....	....	....
	do ..... " 62		45	60	105	78	183	200	110	90	....	5	....	....
	do ..... " 63		27	38	65	68	133	150	74	76	....	....	9	....
	do ..... " 64		52	61	113	90	203	200	121	79	8	....	....	....
	do ..... " 65		33	42	75	42	117	125	81	44	5	1	....	....
	do ..... " 66		46	46	92	51	143	150	98	52	5	1	....	....
	do ..... " 67		40	41	81	34	115	125	82	43	....	1	....	....
	do ..... " 68		16	28	44	42	86	100	46	54	2	....	....	....
	do ..... " 69		52	54	106	76	182	200	109	91	2	....	1	....
	do ..... " 70		34	24	58	38	96	100	62	38	2	....	2	....
	do ..... " 71		17	22	39	39	78	125	41	84	2	....	....	....
	do ..... " 72		23	50	73	54	127	150	78	72	5	....	....	....
	do ..... " 73		40	38	78	67	145	150	86	64	8	....	....	....
	do ..... " 74		42	67	109	57	166	175	114	61	4	1	....	....
	do ..... " 75		35	30	65	68	133	150	68	82	1	....	2	....
	do ..... " 76		37	76	113	86	199	200	127	73	5	....	9	....
	do ..... " 77		60	43	103	40	143	150	107	43	3	1	....	....
	do ..... " 78		37	35	72	30	102	125	75	50	3	....	....	....
	do ..... " 79		47	33	80	28	108	125	88	37	7	1	....	....
	do ..... " 80		11	24	35	27	62	75	38	37	2	1	....	....
	do ..... " 81		13	23	36	18	54	50	42	8	....	6	....	....

Ward 3	No. 84	43	69	112	73	185	200	126	74	....	14	....	....
do	" 85	28	47	75	73	148	150	92	58	16	1	....	....
do	" 86	19	54	73	54	127	150	80	70	7	....	....	....
do	" 87	32	49	81	63	144	150	86	64	3	1	1	....
do	" 88	28	38	66	68	134	150	80	70	4	10	....	....
do	" 89	34	55	89	87	176	175	95	80	5	....	1	....
do	" 90	39	39	78	50	128	150	82	68	3	1	....	....
do	" 91	53	73	126	71	197	200	136	64	9	1	....	....
do	" 92	35	48	83	128	211	225	99	126	7	....	9	....
do	" 93	27	45	72	45	117	125	76	49	4	....	....	....
do	" 94	27	46	73	71	144	150	96	54	4	1	8	....
do	" 95	59	28	87	35	122	125	91	34	2	1	1	....
do	" 96	57	37	94	53	147	150	101	49	3	....	3	....
do	" 97	47	34	81	74	155	150	86	64	4	1	....	....
do	" 98	33	53	86	55	141	150	91	59	5	....	....	....
do	" 99	34	45	79	64	143	150	86	64	7	....	....	....
do	" 100	41	53	94	53	147	150	99	51	....	4	1	....
do	" 64	40	60	100	38	138	150	107	43	6	1	....	....
do	" 65	34	46	80	44	124	125	88	37	7	1	....	....
do	" 66	35	48	83	72	155	175	90	85	5	2	....	....
do	" 67	44	69	113	84	197	200	119	81	3	1	2	....
do	" 68	26	39	65	50	115	125	73	52	....	7	....	1
do	" 69	34	63	97	76	173	175	102	73	5	....	....	....
do	" 70	26	43	69	68	137	150	73	77	4	....	....	....
do	" 71	56	73	129	54	183	200	141	59	11	1	....	....
do	" 72	38	36	74	74	148	150	82	68	7	1	....	....
do	" 73	32	41	73	56	129	150	75	75	....	....	....	2
do	" 74	41	67	108	76	184	200	114	86	6	....	....	....
do	" 75	37	42	79	58	137	150	84	66	5	....	....	....
do	" 76	20	54	74	62	136	200	77	123	3	....	....	....
do	" 77	22	38	60	52	112	125	67	58	7	....	....	....
do	" 78	68	56	124	47	171	175	129	46	2	1	2	....
do	" 79	24	48	72	43	115	125	78	47	6	....	....	....
do	" 80	20	42	62	59	121	125	73	52	4	....	7	....
do	" 81	52	62	114	77	191	200	118	82	4	....	....	....
do	" 82	45	54	99	59	158	175	108	67	9	....	....	....
do	" 83	65	51	116	51	167	175	118	57	2	....	....	....
Ward 4	No. 51	10	27	37	24	61	100	40	60	....	....	3	....
do	" 52	41	72	113	50	163	175	126	49	....	....	13	....
do	" 53	40	61	101	79	180	200	111	89	8	2	....	....
do	" 54	28	44	72	67	139	150	79	71	7	....	....	....
do	" 55	40	60	100	45	145	150	104	46	2	....	2	....
do	" 72	28	60	88	50	138	150	93	57	5	....	....	....
do	" 73	40	37	77	46	123	125	81	44	3	1	....	....
do	" 74	36	39	75	58	133	150	80	70	2	....	3	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
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		McKenzie.	Pyne.										
Toronto, N.E., Seat "A"—Con.	Ward 4 ..... No. 75	31	45	76	52	128	125	82	43	5	1	....	....
	do ..... " 76	25	36	61	43	104	150	67	83	5	1	....	....
	do ..... " 77	50	33	83	55	138	150	91	59	2	3	3	....
	do ..... " 78	33	31	64	63	127	127	66	59	2	....	....	....
	do ..... " 79	42	45	87	52	139	200	90	110	....	1	2	....
	do ..... " 80	46	49	95	45	140	150	100	50	2	....	3	....
	do ..... " 81	38	56	94	67	161	175	100	75	5	1	....	....
	do ..... " 82	39	58	97	69	166	175	104	71	7	....	....	....
	do ..... " 83	36	50	86	47	133	150	96	54	10	....	....	....
	do ..... " 84	57	76	133	53	186	200	138	62	3	2	....	....
	do ..... " 85	27	55	82	38	120	125	83	42	1	....	....	....
	do ..... " 86	24	37	61	29	90	100	65	35	....	4	....	....
	do ..... " 97	4	6	10	5	15	25	11	14	1	....	....	....
	do ..... " 99	17	12	29	13	42	50	22	28	....	....	1	1
	Totals.												
	Ward 1	723	1,026	1,749	1,097	2,846	3,075	1,874	1,201	45	24	24	1
	Ward 2	1,419	2,096	3,515	2,649	6,164	6,700	3,762	2,938	176	33	38	....
	Ward 3	1,395	1,845	3,240	2,317	5,557	5,950	3,518	2,432	179	50	36	3
	Ward 4	732	989	1,721	1,050	2,771	3,100	1,829	1,271	70	16	30	1
	Totals	4,269	5,956	10,225	7,113	17,338	18,825	10,983	7,842	470	123	128	5
	Majority for Pyne		1,687										

Toronto, N.E.— Seat "B"....	Ward 1.....	No. 45	Irish	93	Moss	46	139	52	191	200	142	58	3	....	....	....
	do	" 46		75		55	130	65	195	200	138	62	....	....	8	....
	do	" 47		71		58	129	71	200	200	129	71	....	....	....	....
	do	" 48		58		55	113	70	183	200	113	87	....	....	....	....
	do	" 49		63		50	113	60	173	175	117	58	....	4	....	....
	do	" 50		59		29	88	73	161	175	93	82	1	....	4	....
	do	" 51		75		48	123	48	171	175	127	48	....	4	....	....
	do	" 52		59		37	96	56	155	175	105	70	6	3	....	....
	do	" 53		49		58	107	48	155	175	117	58	4	....	6	....
	do	" 54		35		27	62	52	114	125	67	58	2	....	3	....
	do	" 55		46		38	84	62	146	150	89	61	5	....	....	....
	do	" 56		52		34	86	70	156	175	97	78	4	....	7	....
	do	" 57		48		37	85	57	142	150	88	62	1	2	....	....
	do	" 123		61		24	85	78	163	175	94	81	2	3	4	....
	do	" 124		43		41	84	71	155	175	93	82	1	8	....	....
	do	" 125		45		57	102	87	189	200	112	88	10	....	....	....
	do	" 126		40		31	71	74	145	150	77	73	6	....	....	....
	do	" 127		24		4	28	24	52	100	29	71	....	....	1	....
	Ward 2.....	No. 40		55		56	111	71	182	200	115	85	4	....	....	....
	do	" 41		43		26	69	73	142	150	77	73	4	....	4	....
	do	" 42		72		19	91	70	161	175	102	73	11	....	....	....
	do	" 43		76		24	100	79	179	200	110	90	8	2	....	....
	do	" 44		62		22	84	98	182	200	96	104	1	5	6	....
	do	" 45		84		22	106	91	197	200	113	87	5	1	1	....
	do	" 46		51		49	100	58	158	175	108	67	8	....	....	....
	do	" 47		52		33	85	63	148	150	85	65	....	....	....	....
	do	" 48		63		33	96	61	157	200	99	101	2	1	....	....
	do	" 49		66		32	98	71	169	175	98	77	....	....	....	....
	do	" 50		47		36	83	82	165	175	90	85	5	2	....	....
	do	" 51		56		24	80	60	140	150	84	66	4	....	....	....
	do	" 52		40		41	81	63	144	150	85	65	4	....	....	....
	do	" 53		51		29	80	68	148	150	87	63	7	....	....	....
	do	" 54		39		33	72	64	136	150	74	76	2	....	....	....
	do	" 55		43		20	63	67	130	150	72	78	5	2	2	....
	do	" 56		40		30	70	56	126	125	76	49	6	....	....	....
	do	" 57		77		38	115	115	230	250	126	124	9	2	....	....
	do	" 58		54		49	103	91	194	200	113	87	10	....	....	....
	do	" 59		50		29	79	64	143	150	88	62	9	....	....	....
	Ward 3	No. 60		64		26	90	87	177	200	97	103	7	....	....	....
	do	" 61		49		45	94	87	181	200	101	99	7	....	....	....
	do	" 62		59		44	103	80	183	200	110	90	....	7	....	....
	do	" 63		49		17	66	67	133	150	74	76	....	....	8	....
	do	" 64		46		60	106	97	203	200	113	87	7	....	....	....

THOMAS PERCIVAL GALT,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Irish.	Moss.										
Toronto, N.E., Seat "B"—Con..	Ward 2 ..... No. 65		36	36	72	45	117	125	77	48	4	1	....	....
	do ..... " 66		43	51	94	49	143	150	97	53	3	....	....	....
	do ..... " 67		33	46	79	36	115	125	84	41	4	1	....	....
	do ..... " 68		26	16	42	44	86	100	46	54	4	....	....	....
	do ..... " 69		44	61	105	77	182	200	107	93	1	....	1	....
	do ..... " 70		23	35	58	38	96	100	61	39	1	1	1	....
	do ..... " 71		22	18	40	38	78	125	41	84	1	....	....	....
	do ..... " 72		49	25	74	53	127	150	78	72	4	....	....	....
	do ..... " 73		35	42	77	68	145	150	85	65	7	1	....	....
	do ..... " 74		56	51	107	59	166	175	109	66	....	1	1	....
	do ..... " 75		28	40	68	65	133	150	72	78	2	....	2	....
	do ..... " 76		76	40	116	83	199	200	121	79	....	....	5	....
	do ..... " 77		39	60	99	44	143	150	106	44	5	2	....	....
	do ..... " 78		32	36	68	34	102	125	75	50	7	....	....	....
	do ..... " 79		33	50	83	25	108	125	90	35	6	1	....	....
	do ..... " 80		24	10	34	28	62	75	35	40	1	....	....	....
	do ..... " 81		21	14	35	19	54	50	40	10	....	5	....	....
	Ward 3..... No. 64		55	45	100	38	138	150	106	44	6	....	....	....
	do ..... " 65		36	41	77	47	124	125	84	41	6	1	....	....
	do ..... " 66		50	35	85	70	155	175	92	83	5	2	....	....
	do ..... " 67		72	38	110	87	197	200	115	85	2	1	2	....
	do ..... " 68		36	29	65	50	115	125	73	52	....	8	....	....
	do ..... " 69		61	36	97	76	173	175	102	73	5	....	....	....
	do ..... " 70		39	31	70	67	137	150	73	77	3	....	....	....
	do ..... " 71		68	59	127	56	183	200	139	61	11	1	....	....
	do ..... " 72		33	42	75	73	148	150	82	68	6	1	....	....

do	"	73	41	32	73	56	129	150	75	75	....	....	2	....
do	"	74	62	44	106	78	184	200	114	86	8	....	....	....
do	"	75	38	40	78	59	137	150	83	67	5	....	....	....
do	"	76	56	20	76	60	136	200	85	115	3	....	6	....
do	"	77	35	25	60	52	112	125	67	58	7	....	....	....
do	"	78	55	67	122	49	171	175	126	49	2	....	2	....
do	"	79	46	25	71	44	115	125	78	47	7	....	....	....
do	"	80	45	19	64	57	121	125	73	52	3	....	6	....
do	"	81	60	53	113	78	191	200	118	82	5	....	....	....
do	"	82	56	44	100	58	158	175	108	67	8	....	....	....
do	"	83	47	69	116	51	167	175	118	57	2	....	....	....
do	"	84	71	42	113	72	185	200	125	75	12	....	....	....
do	"	85	49	29	78	70	148	150	93	57	15	....	....	....
do	"	86	54	18	72	55	127	150	78	72	6	....	....	....
do	"	87	49	30	79	65	144	150	86	64	1	1	5	....
do	"	88	42	26	68	66	134	150	82	68	4	10	....	....
do	"	89	55	34	89	87	176	175	95	80	2	....	4	....
do	"	90	37	40	77	51	128	150	80	70	2	1	....	....
do	"	91	70	58	128	69	197	200	136	64	7	1	....	....
do	"	92	51	29	80	131	211	225	96	129	7	....	9	....
do	"	93	43	29	72	45	117	125	77	48	3	1	1	....
do	"	94	49	26	75	69	144	150	86	64	5	1	5	....
do	"	95	25	61	86	36	122	125	91	34	1	1	3	....
do	"	96	35	62	97	50	147	150	103	47	3	....	3	....
do	"	97	29	50	79	76	155	150	86	64	6	1	....	....
do	"	98	48	33	81	60	141	150	85	65	4	....	....	....
do	"	99	36	39	75	68	143	150	82	68	7	....	....	....
do	"	100	55	34	89	58	147	150	93	57	....	4	....	....
Ward 4	No.	51	25	12	37	24	61	100	40	60	....	....	3	....
do	"	52	67	43	110	53	163	175	122	53	....	12	....	....
do	"	53	59	53	112	68	180	200	121	79	8	1	....	....
do	"	54	40	32	72	67	139	150	79	71	7	....	....	....
do	"	55	58	41	99	46	145	150	102	48	2	....	1	....
do	"	72	50	37	87	51	138	150	93	57	6	....	....	....
do	"	73	32	45	77	46	123	125	81	44	3	1	....	....
do	"	74	38	37	75	58	133	150	78	72	1	....	2	....
do	"	75	46	31	77	51	128	125	82	43	4	1	....	....
do	"	76	38	27	65	39	104	150	71	79	1	....	5	....
do	"	77	29	54	83	55	138	150	88	62	1	4	....	....
do	"	78	26	37	63	64	127	125	66	59	....	....	3	....
do	"	79	36	52	88	51	139	200	89	111	....	....	1	....
do	"	80	37	54	91	49	140	150	96	54	2	....	3	....
do	"	81	46	47	93	68	161	175	100	75	6	1	....	....
do	"	82	49	45	94	72	166	175	100	75	6	....	....	....
do	"	83	42	42	84	49	133	150	94	56	10	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Irish.	Moss.										
Toronto, N.E., Seat "B"—Con.	Ward 4—Con. ..... No. 84		64	69	133	53	186	200	137	63	3	1	....	....
	do ..... " 85		44	37	81	39	120	125	83	42	....	1	1	....
	do ..... " 86		34	24	58	32	90	100	65	35	1	1	5	....
	do ..... " 97		4	5	9	6	15	25	11	14	2	....	....	....
	do ..... " 99		9	22	31	11	42	50	31	19	....	....	....	....
	Recapitulation by Wards.													
	Ward 1		996	729	1,725	1,121	2,846	3,075	1,827	1,248	45	24	33	....
	Ward 2		2,008	1,468	3,476	2,688	6,164	6,700	3,717	2,983	175	35	31	....
	Ward 3		1,789	1,434	3,123	2,334	5,557	5,950	3,485	2,465	179	35	46	2
	Ward 4		873	846	1,719	1,052	2,771	3,100	1,829	1,271	63	23	24	....
	Totals		5,666	4,477	10,143	7,195	17,338	18,825	10,858	7,967	462	117	134	2
	Majority for Irish.....		1,189											
			Crawford.	Farmer.										
Toronto N.W.— Seat "A"....	Ward 4..... No. 56		41	32	76	47	123	125	76	49	1	....	2	....
	do ..... " 57		49	24	75	55	130	150	75	75	2	....	....	....
	do ..... " 58		32	27	62	50	112	125	62	63	1	....	2	....
	do ..... " 59		32	40	75	38	113	125	75	50	2	1	....	....
	do ..... " 60		52	17	72	68	140	150	72	78	2	1	....	....
	do ..... " 61		27	9	36	53	89	100	36	64	....	....	....	....

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Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Crawford. / Farmer.										
Toronto, N.W.—Seat "A"—Con..	Ward 6- Con. ..... No. 101	42 / 22	66	53	119	125	66	59	2	....	....	....
	do ..... " 102	45 / 18	67	81	148	150	67	83	2	2	....	....
	do ..... " 103	30 / 30	62	57	119	125	62	63	1	....	1	....
	do ..... " 104	46 / 40	93	70	163	175	93	82	6	1	....	....
	do ..... " 105	37 / 29	73	79	152	175	73	102	6	1	....	....
	do ..... " 106	35 / 25	63	85	148	150	63	87	....	....	3	....
	do ..... " 107	36 / 27	66	64	130	150	66	84	3	....	....	....
	do ..... " 108	31 / 21	55	60	115	125	55	70	3	....	....	....
	do ..... " 109	32 / 17	53	61	114	125	53	72	1	....	3	....
	do ..... " 110	44 / 16	63	76	139	150	63	87	....	....	3	....
	do ..... " 111	55 / 23	83	60	143	150	83	67	....	2	3	....
	do ..... " 112	47 / 22	73	89	162	175	73	102	2	2	....	....
	do ..... " 113	37 / 18	58	72	130	150	58	92	3	....	....	....
	do ..... " 114	46 / 27	76	54	130	150	76	73	3	....	....	....
	do ..... " 115	57 / 18	81	51	132	150	81	69	3	1	2	....
	do ..... " 116	42 / 24	67	60	127	150	67	83	....	....	1	....
	do ..... " 117	29 / 14	45	32	77	100	45	55	....	....	2	....
	do ..... " 118	37 / 23	65	70	135	150	65	85	....	....	5	....
	do ..... " 119	42 / 23	70	87	157	175	70	105	....	1	4	....
	do ..... " 120	26 / 9	39	24	63	75	39	36	3	....	1	....
	do ..... " 136	30 / 20	53	70	123	125	53	72	2	1	....	....
	do ..... " 137	41 / 5	53	53	106	125	53	72	7	....	....	....
	do ..... " 138	30 / 10	43	82	125	125	43	82	3	....	....	....
	do ..... " 139	41 / 7	56	74	130	150	56	94	6	2	....	....
	do ..... " 140	33 / 11	50	92	142	150	50	100	....	6	....	....
	do ..... " 141	18 / 22	41	23	64	75	41	34	1	....	....	....

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RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
Toronto, N.W.—Seat "A."—Con.	Ward 5—Con	No. 83	Crawford.	Farmer.	80	88	168	175	80	95	3	4	....	....
	do	" 84	39	25	67	46	113	125	67	58	2	....	1	....
	do	" 85	31	20	53	52	105	125	53	72	2	....	....	....
	do	" 86	44	27	76	57	133	150	76	74	1	3	1	....
	do	" 87	49	15	74	112	186	200	74	126	7	....	....	....
	do	" 88	46	23	71	64	135	150	71	79	....	....	2	....
	do	" 89	48	27	77	56	133	150	77	73	2	....	....	....
	do	" 90	30	20	50	60	110	125	50	75	....	....	....	....
	do	" 91	60	37	102	75	177	200	102	98	5	....	....	....
	do	" 92	44	14	63	94	157	175	63	112	....	1	4	....
	do	" 93	58	19	80	58	138	150	80	70	....	3	....	....
	do	" 94	41	20	63	48	111	125	63	62	2	....	....	....
	do	" 95	53	13	69	61	130	150	69	81	2	....	1	....
	do	" 96	34	19	55	57	112	125	55	70	1	....	1	....
	do	" 97	49	20	75	74	149	125	75	50	....	6	....	....
	do	" 98	31	24	60	63	123	125	60	65	3	....	2	....
	do	" 99	51	22	80	57	137	150	80	70	7	....	....	....
	do	" 100	53	39	99	61	160	175	99	76	4	....	3	....
	do	" 101	62	24	89	63	152	175	89	86	3	....	....	....
	do	" 102	46	30	81	54	135	150	81	69	4	1	....	....
	do	" 103	58	47	109	76	185	200	109	91	4	....	....	....
	do	" 104	31	18	51	61	112	125	51	74	2	....	....	....
	do	" 105	37	18	55	69	124	125	55	70	....	....	....	....
	do A	" 105	24	12	36	45	81	125	36	89	....	....	....	....
	do	" 106	53	29	82	68	150	150	82	68	....	....	....	....
	do	" 107	32	22	58	51	109	125	58	67	....	2	2	....

	do	" 108	45	28	76	65	141	150	76	74	3	....	....	....
	do	" 109	33	29	69	70	139	150	69	81	....	5	2	....
	do	" 110	53	26	76	55	131	150	76	74	2	1	....	....
	do	" 111	51	12	69	64	133	150	69	81	4	2	....	....
	do	" 112	28	18	46	65	111	125	46	79	....	....	....	....
	do	" 113	43	7	53	46	99	100	53	47	1	2	....	....
	do	" 114	58	26	93	53	146	150	93	59	9	....	....	....
	do	" 115	34	9	46	59	105	125	46	77	3	....	....	....
	do	" 116	22	35	60	43	103	124	60	65	3	....	....	....
	Totals		6,153	3,844	10,500	9,221	19,721	21,825	10,500	11,325	307	86	106	
	Majority for Crawford		2,309											

JAMES HUNT, Returning Officere.

			James	McPherson	McTaggart									
Toronto, N. W.— Seat "B."	Ward 4	No. 56	2	40	30	76	47	123	125	76	49	2	....	2	....
	do	" 57	6	46	20	75	55	130	150	75	75	3	....	....	....
	do	" 58	3	29	26	62	50	112	125	62	63	3	....	1	....
	do	" 59	6	34	32	75	38	113	125	75	50	2	1	....	....
	do	" 60	7	49	14	73	67	140	150	73	77	2	1	....	....
	do	" 61	.....	28	7	36	53	89	100	36	64	....	....	1	....
	do	" 62	2	39	18	60	66	126	150	60	90	....	....	1	....
	do	" 63	2	38	22	74	54	128	150	74	76	6	....	6	....
	do	" 64	4	26	15	45	35	80	100	45	55	....	....	....	....
	do	" 65	3	30	15	48	52	100	100	48	52	....	1	....	....
	do	" 66	2	42	32	80	59	139	150	80	70	1	6	1	....
	do	" 67	7	47	12	72	56	128	150	72	78	....	....	....	....
	do	" 68	1	51	25	80	49	129	150	80	70	3	....	....	....
	do	" 69	.....	53	13	68	63	131	150	68	82	1	....	1	....
	do	" 70	2	19	4	27	27	54	75	27	48	2	....	....	....
	do	" 71	2	42	14	63	50	113	125	63	62	5	....	....	....
	do	" 86	.....	13	12	26	20	46	50	26	24	1	....	....	....
	do	" 87	3	44	31	83	64	147	150	83	67	5	....	....	....
	do	" 88	3	28	33	67	37	104	125	67	58	....	....	3	....
	do	" 89	3	49	35	94	66	160	175	94	81	....	5	2	....
	do	" 90	3	35	40	79	44	123	125	79	46	....	....	1	....
	do	" 91	5	48	52	109	72	181	200	109	91	4	....	....	....
	do	" 92	4	50	20	77	58	135	150	77	73	3	....	....	....
	do	" 93	4	51	31	93	86	179	200	93	107	7	....	....	....
	do	" 94	.....	44	33	77	43	120	125	77	48	....	....	....	....
	do	" 95	5	38	29	72	61	133	150	72	78	....	....	....	....
	do	" 96	3	39	10	54	47	101	125	54	71	....	2	....	....
	do	" 97	3	22	6	34	56	90	100	34	66	1	....	2	....
	do	" 98	2	45	31	85	31	116	125	85	40	2	2	3	....
	do	" 99	1	8	4	13	15	28	50	13	37	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		James.	McPherson	McTaggart.										
Toronto, N. W.—	Ward 6 ..... No. 72	2	40	29	72	53	125	125	72	53	....	....	1	....
Seat "B."—Con.	do ..... " 73	.....	36	28	67	63	130	150	67	83	1	2	....	....
	do ..... " 74	2	60	39	105	82	187	200	105	95	4	....	....	....
	do ..... " 75	3	30	20	59	54	113	125	59	66	6	....	....	....
	do ..... " 76	1	43	34	84	52	136	150	84	66	6	....	....	....
	do ..... " 77	3	50	23	84	71	155	175	84	91	....	....	8	....
	do ..... " 81	6	52	29	91	84	175	175	91	84	2	1	1	....
	do ..... " 82	2	48	22	78	90	168	175	78	97	3	....	3	....
	do ..... " 83	.....	32	24	60	72	132	150	60	90	....	4	....	....
	do ..... " 84	4	32	27	68	83	151	175	68	107	....	5	....	....
	do ..... " 85	4	44	27	76	58	134	150	76	74	....	1	....	....
	do ..... " 86	4	48	24	83	81	164	175	83	92	6	....	....	....
	do ..... " 87	3	31	36	72	38	110	125	72	53	2	....	....	....
	do ..... " 88	2	46	22	72	57	129	150	72	78	2	....	....	....
	do ..... " 89	3	33	16	58	60	118	125	58	67	5	1	....	....
	do ..... " 95	1	61	21	86	73	159	175	86	89	3	....	....	....
	do ..... " 96	3	44	28	79	55	134	150	79	71	1	....	3	....
	do ..... " 97	1	31	26	63	85	148	150	63	87	....	....	5	....
	do ..... " 98	1	44	22	71	48	119	125	71	54	4	....	....	....
	do ..... " 99	2	37	27	72	45	117	125	72	53	....	....	5	....
	do ..... " 100	2	47	24	74	66	140	150	74	76	1	....	....	....
	do ..... " 101	3	41	22	67	52	119	125	67	58	....	1	....	....
	do ..... " 102	4	45	16	67	81	148	150	67	83	2	....	....	....
	do ..... " 103	3	30	27	62	57	119	125	62	63	1	....	1	....
	do ..... " 104	2	45	38	93	70	163	175	93	82	7	1	....	....
	do ..... " 105	9	36	21	73	79	152	175	73	102	6	1	....	....

| | | |

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		James	McPherson	McTaggart										
Toronto, N. W.—Seat "B."—Con..	Ward 5—Con.....No. 61	4	35	29	69	75	144	150	69	81	1	....	....	....
	do ..... " 62	1	51	35	88	78	166	175	88	87	....	....	....	1
	do ..... " 63	3	25	7	37	44	81	100	37	63	2	....	....	....
	do ..... " 64	2	42	16	62	46	108	125	62	63	2	....	....	....
	do ..... " 65	6	41	27	83	62	145	175	83	92	8	1	....	....
	do ..... " 66	4	39	21	66	77	143	150	66	74	....	2	....	....
	do ..... " 67	5	36	45	88	55	143	150	88	62	....	....	2	....
	do ..... " 68	1	39	28	72	51	123	125	72	53	4	....	....	....
	do ..... " 69	5	43	23	73	62	135	150	73	77	2	....	....	....
	do ..... " 70	2	30	25	58	67	125	125	58	67	1	....	....	....
	do ..... " 71	3	34	20	60	39	99	100	60	40	3	....	....	....
	do ..... " 72	2	43	28	79	41	120	125	79	46	6	....	....	....
	do ..... " 73	2	52	30	85	60	145	150	85	65	1	....	....	....
	do ..... " 74	2	40	38	82	56	138	150	82	68	2	....	....	....
	do ..... " 75	3	32	22	59	42	101	125	59	66	1	....	3	....
	do ..... " 76	2	29	41	74	37	111	150	74	76	1	....	1	....
	do ..... " 77	3	25	18	48	66	114	125	48	77	1	....	1	....
	do ..... " 78	5	41	21	68	73	141	150	68	82	1	....	....	....
	do ..... " 79	.....	36	26	63	49	112	125	63	62	....	1	....	....
	do ..... " 80	5	41	32	82	53	135	150	82	68	....	....	4	....
	do ..... " 81	4	33	20	63	40	103	125	63	62	6	....	....	....
	do ..... " 82	2	37	22	65	83	148	150	65	85	4	....	....	....
	do ..... " 83	4	51	18	80	88	168	175	80	95	3	4	....	....
	do ..... " 84	6	39	18	67	46	113	125	67	58	1	3	....	....
	do ..... " 85	2	32	16	53	52	105	125	53	72	3	....	....	....
	do ..... " 86	3	42	23	75	58	133	150	75	75	5	....	2	....

do	" 87	3	46	17	73	113	186	200	73	127	7	....	....	....
do	" 88	2	45	21	71	64	135	150	71	79	....	3	....	....
do	" 89	2	47	26	77	56	133	150	77	73	2	....	....	....
do	" 90	.....	29	20	50	60	110	125	50	75	1	....	....	....
do	" 91	4	59	35	102	75	177	200	102	98	4	....	....	....
do	" 92	4	40	14	62	95	157	175	62	113	2	....	2	....
do	" 93	6	52	16	80	58	138	150	80	70	....	6	....	....
do	" 94	6	38	14	63	48	111	125	63	62	5	....	....	....
do	" 95	3	49	13	69	61	130	150	69	81	....	....	4	....
do	" 96	1	37	14	55	57	112	125	55	70	2	....	1	....
do	" 97	1	47	20	75	74	149	125	75	50	1	6	....	....
do	" 98	7	29	22	50	73	123	125	50	75	....	....	2	....
do	" 99	6	51	17	80	57	137	150	80	70	2	....	4	....
do	" 100	2	49	39	99	61	160	175	99	76	1	....	7	1
do	" 101	4	60	24	89	63	152	175	89	86	1	....	....	....
do	" 102	3	46	26	79	56	135	150	79	71	3	1	....	....
do	" 103	4	53	47	109	76	185	200	109	91	5	....	....	....
do	" 104	1	33	17	51	61	112	125	51	74	....	....	....	....
do	" 105	2	35	18	58	66	124	125	58	67	3	....	....	....
do A.	" 105	4	19	12	36	45	81	125	36	89	1	....	....	....
do	" 106	4	51	24	84	66	150	150	84	66	....	4	....	1
do	" 107	3	33	18	58	51	109	125	58	67	....	2	2	....
do	" 108	16	43	23	86	55	141	150	86	64	4	....	....	....
do	" 109	22	33	27	89	50	139	150	89	61	1	4	2	....
do	" 110	3	46	21	75	64	139	150	75	75	3	2	....	....
do	" 111	2	49	11	69	64	133	150	69	81	5	2	....	....
do	" 112	2	28	17	47	54	111	125	47	78	....	....	....	....
do	" 113	3	41	5	52	47	99	100	52	48	2	1	....	....
do	" 114	8	59	22	89	57	145	150	89	71	....	....	....	....
do	" 115	5	31	10	52	53	105	125	52	73	....	4	....	2
do	" 116	1	22	33	60	43	103	125	60	65	4	....	....	....
Totals		544	5,974	3,462	9,980	8,198	19,714	21,775	10,516	11,359	317	109	110	4
Majority for McPherson			2,512											

			Allen.	Bainbridge	Owens.									
Toronto, S. E.— Seat "A."	Ward 1	No. 1	23	4	48	80	91	171	175	80	95	5	....	....	....
	do	" 2	13	4	71	94	54	148	150	94	56	6	....	....	....
	do	" 3	15	1	55	75	72	147	150	75	75	3	....	1	....
	do	" 4	10	4	46	65	50	115	125	65	60	3	....	2	....
	do	" 5	4	1	23	30	27	57	75	30	45	2	....	....	....
	do	" 20	13	2	61	83	90	173	150	83	67	7	....	....	....
	do	" 21	11	.....	43	57	54	111	125	57	68	1	....	2	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Allen. Bainbridge Owens.										
Toronto, S. E.—Seat "A."—Con...	Ward 1—Con.....No. 22	20 1 59	90	84	174	175	90	85	10	....	....	....
	do .....“ 23	9 1 40	53	60	113	100	53	47	3	....	....	....
	do .....“ 24	19 3 54	83	71	154	150	83	67	7	....	....	....
	do .....“ 25	16 1 67	89	60	149	150	89	61	5	....	....	....
	do .....“ 26	14 6 42	66	73	139	150	66	84	4	....	....	....
	do .....“ 27	11 2 33	48	47	95	100	48	52	2	....	....	....
	do .....“ 28	19 3 68	105	85	190	200	105	95	15	....	....	....
	do .....“ 29	18 2 46	66	54	120	125	66	59	....	....	....	....
	do .....“ 30	21 5 70	105	70	175	175	105	70	9	....	....	....
	do .....“ 31	26 4 55	89	68	157	150	89	61	4	....	....	....
	do .....“ 32	18 3 44	70	57	127	125	70	55	5	....	....	....
	do .....“ 33	26 1 50	84	39	123	125	84	41	6	....	1	....
	do .....“ 34	1 1 35	39	62	101	100	39	61	....	2	....	....
	do .....“ 35	12 3 36	58	39	97	100	58	42	1	....	6	....
	Ward 2 .....No. 1	6 4 88	109	71	180	250	109	141	11	....	....	....
	do .....“ 2	6 6 49	65	50	115	125	65	60	4	....	....	....
	do .....“ 3	20 4 45	70	85	155	150	70	80	1	....	....	....
	do .....“ 4	3 21	26	29	55	50	26	24	1	....	1	....
	do .....“ 5	15 1 48	71	59	130	125	71	54	7	....	....	....
	do .....“ 6	10 3 45	71	58	129	100	71	29	9	....	4	....
	do .....“ 7	16 3 58	80	54	134	150	80	70	3	....	....	....
	do .....“ 8	9 2 59	79	41	120	100	79	21	9	....	....	....
	do .....“ 9	12 1 44	62	47	109	100	62	38	5	....	....	....
	do .....“ 10	7 5 39	57	61	118	125	57	68	6	....	....	....
	do .....“ 11	11 3 40	63	103	166	175	63	112	9	....	....	....
	do .....“ 12	22 3 53	88	78	166	125	88	37	9	....	1	....

THOMAS W. CLOSE, Returning Officer.

do		"	13	14	5	44	73	91	164	150	73	77	10	....	....	....
do		"	14	14	1	47	65	70	135	150	65	85	3	....	....	....
do		"	15	27	1	81	21	67	188	200	121	79	12	....	....	....
do		"	16	25	2	66	99	51	150	150	99	51	3	1	2	....
do	A—M	"	17	22	3	62	95	38	132	150	95	55	8	....	....	....
do	N—Z	"	17	18	.....	33	59	23	82	100	59	41	8	....	....	....
do		"	18	21	2	72	95	53	148	150	95	55	....	....	....	....
do		"	19	22	3	49	79	82	161	150	79	71	5	....	....	....
do		"	20	23	5	48	80	75	155	150	80	70	4	....	....	....
do		"	21	12	3	52	73	79	152	200	73	127	6	....	....	....
do		"	22	22	4	32	62	69	131	150	62	88	4	....	....	....
do		"	23	17	4	63	92	63	155	150	92	58	8	....	....	....
do		"	24	15	5	65	94	106	200	200	94	106	9	....	....	....
do		"	25	31	3	64	106	70	176	175	106	69	8	....	....	....
do		"	26	12	2	50	71	89	160	175	71	104	7	....	....	....
do		"	27	22	3	59	90	94	184	200	90	110	6	....	....	....
do		"	28	24	6	71	104	79	183	175	104	71	3	....	....	....
do		"	29	40	.....	56	103	66	169	175	103	72	2	....	5	....
do	A—M	"	30	30	2	41	77	50	127	125	77	48	3	....	1	....
do	N—Z	"	30	16	.....	29	48	31	79	75	48	27	2	....	1	....
do		"	31	15	6	62	89	70	159	150	89	61	6	....	....	....
do		"	32	22	1	51	80	65	145	150	80	70	4	....	2	....
do		"	33	21	2	51	81	68	149	150	81	69	5	2	....	....
do		"	34	19	4	66	93	66	159	175	93	82	4	....	....	....
do		"	35	10	2	48	71	78	149	150	71	79	1	....	10	....
do		"	36	11	4	57	78	70	148	150	78	72	2	....	4	....
do		"	37	23	1	47	77	62	139	150	77	73	6	....	....	....
do		"	38	15	6	61	88	97	185	175	88	87	3	....	3	....
do		"	39	8	4	60	77	45	122	125	77	48	5	....	....	....
Ward 3		Nos.	1-2	3	.....	9	14	2	16	25	14	11	2	....	....	....
do		"	3-4	1	.....	17	21	13	34	50	21	29	3	....	....	....
do		"	5-8	3	2	10	17	8	25	50	17	33	2	....	....	....
do		"	9-12	.....	1	7	10	9	19	25	10	15	2	....	....	....
do		"	13-17	5	1	52	59	14	73	75	59	16	1	....	....	....
do		"	18-19	19	5	64	95	85	180	175	95	80	7	....	....	....
do		"	20-21	3	.....	10	14	5	19	25	14	11	....	1	....	....
do		"	22-24	6	1	36	46	21	67	75	46	29	2	....	1	....
do		"	25-26	2	.....	5	7	2	9	25	7	18	....	....	....	....
do		"	27-28	1	.....	3	4	2	6	25	4	21	....	....	....	....
do		"	29-30	2	.....	7	9	1	10	25	9	16	....	....	....	....
do		"	31-33	3	.....	6	9	16	25	25	9	16	....	....	....	....
do		"	34-36	2	.....	12	14	8	22	25	14	11	....	....	....	....
do		"	37-38	7	2	39	52	25	77	75	52	23	4	....	....	....
do		"	39-41	2	1	27	31	17	48	50	31	19	1	....	....	....
do		Nos.	42	5	2	14	21	9	30	50	28	29	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Allen.	Bainbridge	Owens.									
Toronto, .S E.—	Ward 3—Con..... No. 43		14	1	55	78	63	141	150	78	72	8	....	....	....
Seat "A."—Con...	do ..... " 44		11	6	35	61	106	167	175	61	114	9	....	....	....
	do ..... " 45		22	5	13	48	112	160	175	48	127	7	1	....	....
	do ..... " 46		3	3	5	12	51	63	75	12	63	1	....	....	....
	do ..... " 47		8	4	36	51	56	107	100	57	40	....	3	....	....
	do ..... " 48		14	4	33	55	55	110	125	55	70	2	....	2	....
	do ..... " 49		24	7	14	52	76	128	125	52	73	5	2	....	....
	do ..... " 50		15	5	26	50	93	143	150	50	100	4	....	....	....
	do ..... " 51		20	4	27	55	102	157	150	55	95	4	....	....	....
	do ..... " 52		7	5	13	29	46	75	75	29	46	4	....	....	....
	do ..... " 53		4	3	14	25	68	93	100	25	75	4	....	....	....
	do ..... " 54		13	5	18	39	62	101	100	39	61	3	....	....	....
	do ..... " 55		8	4	30	43	43	86	75	43	32	1	....	....	....
	do ..... " 56		11	1	54	71	39	110	100	71	29	5	....	....	....
	do ..... " 57		24	6	76	111	83	194	200	111	89	5	....	....	....
	do ..... " 58		12	3	33	49	55	104	100	49	51	1	....	....	....
	do ..... " 59		18	.....	40	60	53	113	125	60	65	1	....	1	....
	do A—M ..... " 60		22	2	56	89	50	139	150	89	61	9	....	....	....
	do N—Z ..... " 60		11	1	28	42	30	72	75	42	33	2	....	....	....
	do ..... " 61		17	1	46	67	50	117	100	67	33	....	3	....	....
	do ..... " 62		21	3	41	67	50	117	125	67	58	2	....	....	....
	do ..... " 63		30	4	63	103	53	156	150	103	47	6	....	....	....
	Totals		1,420	263	4,296	6,470	5,643	12,113	12,475	6,470	6,005	426	15	50	....
	Majority for Owens		.....	.....	2,876										

Toronto, S.E.
Seat "B." ....

THOMAS W. CLOSE, Returning Officer.

		Dale.	Hook.										
Ward 1	No. 1	21	51	79	98	171	175	79	95	7	....	....	....
do	" 2	12	75	87	61	148	150	94	56	5	....	2	....
do	" 3	14	52	75	72	147	150	75	75	9	....	....	....
do	" 4	13	47	65	50	115	125	65	60	1	....	4	....
do	" 5	7	21	30	27	57	75	30	45	2	....	....	....
do	" 20	13	61	83	90	173	150	83	67	9	....	....	....
do	" 21	10	43	57	54	111	125	57	68	2	....	2	....
do	" 22	22	57	90	84	174	175	90	85	11	....	....	....
do	" 23	10	41	53	60	113	100	53	47	2	....	....	....
do	" 24	23	51	83	71	154	150	83	67	9	....	....	....
do	" 25	18	62	89	60	149	150	89	61	9	....	....	....
do	" 26	18	47	66	73	139	150	66	84	1	....	....	....
do	" 27	12	32	48	47	95	100	48	52	4	....	....	....
do	" 28	19	68	105	85	190	200	105	95	18	....	....	....
do	" 29	21	45	66	54	120	125	66	59	....	....	....	....
do	" 30	26	72	105	70	175	175	105	70	7	....	....	....
do	" 31	28	58	89	68	157	150	89	61	3	....	....	....
do	" 32	19	45	70	57	127	125	70	55	6	....	....	....
do	" 33	30	49	84	39	123	125	84	41	5	....	....	....
do	" 34	1	36	39	62	101	100	39	61	1	1	....	....
do	" 35	16	38	58	39	97	100	58	42	4	....	....	....
Ward 2	No. 1	12	86	109	71	180	250	109	141	11	....	....	....
do	" 2	12	47	65	50	115	125	65	60	6	....	....	....
do	" 3	18	51	70	85	155	150	70	80	1	....	....	....
do	" 4	4	21	26	29	55	50	26	24	1	....	....	....
do	" 5	14	50	71	59	130	125	71	54	7	....	....	....
do	" 6	12	46	71	58	129	100	71	29	6	....	7	....
do	" 7	17	58	80	54	134	150	80	70	2	....	3	....
do	" 8	9	62	79	41	120	100	79	21	8	....	....	....
do	" 9	14	45	62	47	109	100	62	38	3	....	....	....
do	" 10	10	40	57	61	118	125	57	68	7	....	....	....
do	" 11	11	42	63	103	166	175	63	112	10	....	....	....
do	" 12	20	58	88	78	166	125	88	37	9	....	1	....
do	" 13	11	51	73	91	164	150	73	77	11	....	....	....
do	" 14	16	47	65	70	135	150	65	85	2	....	....	....
do	" 15	29	81	121	67	188	200	121	79	11	....	....	....
do	" 16	26	66	99	51	150	150	99	51	3	1	3	....
do	A—M " 17	24	64	95	38	133	150	95	55	7	....	....	....
do	N—Z " 17	18	33	59	23	82	100	59	41	8	....	....	....
do	" 18	22	73	95	53	148	150	95	55	....	....	....	....
do	" 19	25	50	79	82	161	150	79	71	4	....	....	....
do	" 20	26	52	80	75	155	150	80	70	2	....	....	....
do	" 21	12	55	73	79	152	200	73	127	2	....	4	....
do	" 22	27	32	62	69	131	150	62	88	3	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Name, on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Dale.	Hook.										
Toronto, S.E., Seat "B"—Con..	Ward 2—Con.....No. 23		22	63	92	63	155	150	92	58	7	....	....	....
	do ..... " 24		19	65	94	106	200	200	94	106	10	....	....	....
	do ..... " 25		24	70	106	70	176	175	106	69	12	....	....	....
	do ..... " 26		13	52	71	89	160	175	71	104	6	....	....	....
	do ..... " 27		23	60	90	94	184	200	90	110	7	....	....	....
	do ..... " 28		26	76	104	79	183	175	104	71	2	....	....	....
	do ..... " 29		41	55	103	66	169	175	103	72	4	....	3	....
	do A—M ..... " 30		29	44	77	50	127	125	77	48	....	....	4	....
	do N—Z ..... " 30		13	30	48	31	79	75	48	27	4	....	1	....
	do ..... " 31		19	62	89	70	159	150	89	61	....	8	....	....
	do ..... " 32		20	48	80	65	145	150	80	70	3	....	9	....
	do ..... " 33		23	53	81	68	149	150	81	69	5	....	....	....
	do ..... " 34		17	71	93	66	159	175	93	82	5	....	....	....
	do ..... " 35		14	49	71	78	149	150	71	79	8	....	....	....
	do ..... " 36		13	61	78	70	148	150	78	72	4	....	....	....
	do ..... " 37		28	45	77	62	139	150	77	73	4	....	....	....
	do ..... " 38		17	62	88	97	185	175	88	87	5	....	4	....
	do ..... " 39		15	58	77	45	122	125	17	48	4	....	....	....
	Ward 3 .....Nos. 1-2		3	9	14	2	16	25	14	11	2	....	....	....
	do ..... " 3-4		1	18	21	13	34	50	21	29	2	....	....	....
	do ..... " 5-8		6	11	17	8	25	50	17	33	....	....	....	....
	do ..... " 9-12		2	7	10	9	19	25	10	15	1	....	....	....
	do ..... " 13-17		4	51	59	14	73	75	59	16	2	....	2	....
	do ..... " 18-19		26	56	95	85	180	175	95	80	13	....	....	....
	do ..... " 20-21		3	10	14	5	19	25	14	11	....	1	....	....
	do ..... " 22-24		6	37	46	21	67	75	46	29	2	....	1	....

do	" 25-26	2	5	7	2	9	25	7	18	....	....	....	....
do	" 27-28	3	1	4	2	6	25	4	21	....	....	....	....
do	" 29-30	2	7	9	1	10	25	9	16	....	....	....	....
do	" 31-33	2	7	9	16	25	25	9	16	....	....	....	....
do	" 34-36	2	12	14	8	22	25	14	11	....	....	....	....
do	" 37-38	9	39	52	25	77	75	52	23	4	....	....	....
do	" 39-41	3	27	31	17	48	50	31	19	1	....	....	....
do	No. 42	5	16	21	9	30	50	21	29	....	....	....	....
do	" 43	16	55	78	63	141	150	78	72	7	....	....	....
do	" 44	17	35	61	106	167	175	61	114	8	....	1	....
do	" 45	27	14	48	112	160	175	48	127	6	1	....	....
do	" 46	5	7	12	51	63	75	12	63	....	....	....	....
do	" 47	10	38	51	56	107	100	51	49	....	3	....	....
do	" 48	17	33	55	55	110	125	55	70	2	1	2	....
do	" 49	31	14	52	76	128	125	52	73	7	....	....	....
do	" 50	17	29	50	93	143	150	50	100	4	....	....	....
do	" 51	25	24	55	102	157	150	55	95	6	....	....	....
do	" 52	9	13	29	46	75	75	29	46	7	....	....	....
do	" 53	4	17	25	68	93	100	25	75	4	....	....	....
do	" 54	15	19	39	62	101	100	39	61	5	....	....	....
do	" 55	10	31	43	43	86	75	43	32	1	....	1	....
do	" 56	12	54	71	39	110	100	71	29	5	....	....	....
do	" 57	26	81	111	83	194	200	111	89	4	....	....	....
do	" 58	14	33	49	55	104	100	49	51	1	....	1	....
do	" 59	18	40	60	53	113	125	60	65	1	....	1	....
do A—M	" 60	27	53	89	50	139	250	89	61	9	....	....	....
do N—Z	" 60	12	27	42	30	72	75	42	33	3	....	....	....
do	" 61	19	45	67	50	117	100	67	33	....	....	3	....
do	" 62	24	39	67	50	117	125	67	58	4	....	....	....
do	" 63	32	63	103	53	156	150	103	47	8	....	....	....
Totals		1,584	4,362	5,946	5,643	12,113	12,475	6,470	6,005	448	19	57	....
Majority for Hook		....	2,778										

			Foy.	Maybee.	Colombo.								
Toronto, S.W., Seat "A"	Ward 4	Sub-div. No. 1	22	4	....	26	2	28	50	26	24	....	....	....	....
	do	" 2	30	14	....	44	7	51	75	46	29	2	....	....	....
	do	" 3	28	11	....	39	40	79	100	39	61	....	....	....	....
	do	" 4	89	18	3	110	78	188	200	131	69	....	18	3	....
	do	" 5	39	12	2	53	68	121	125	56	69	....	2	1	....
	do	" 6	21	8	2	31	45	76	100	32	68	....	....	1	....
	do	" 7	57	4	2	63	98	161	175	69	106	6	....	....	....
	do	" 8	26	12	2	40	40	80	100	42	58	2	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Foy.	Maybee.	Colombo.										
Toronto, S.W., Seat "A"—Con....	Ward 4—Con.....Sub-Div. No. 9	29	11	3	43	51	94	100	43	57	....	....	....	....
	do ..... " " 10	39	11	4	54	88	142	150	58	92	3	1	....	....
	do ..... " " 11	66	11	4	81	110	191	200	96	104	15	....	....	....
	do ..... " " 12	46	4	6	56	89	145	150	70	80	2	12	....	....
	do ..... " " 13	43	10	3	56	101	157	175	67	108	3	6	....	2
	do ..... " " 14	30	8	3	41	81	122	125	45	80	3	1	....	....
	do ..... " " 15	39	13	5	57	64	121	125	67	58	1	....	9	....
	do ..... " " 16	49	9	1	59	58	117	125	68	57	....	3	6	....
	do ..... " " 17	47	8	3	58	92	150	175	64	111	4	....	2	....
	do ..... " " 18	61	10	4	75	81	156	175	80	95	1	3	1	....
	do ..... " " 19	37	11	2	50	109	159	175	60	115	5	....	5	....
	do ..... " " 20	34	4	1	39	41	80	100	41	59	2	....	....	....
	do ..... " " 21	51	12	3	66	90	156	175	66	109	....	....	....	....
	do ..... " " 22	77	27	3	107	88	195	200	114	86	....	3	4	....
	do ..... " " 23	66	17	5	88	58	146	150	122	28	....	34	....	....
	do ..... " " 24	32	10	1	43	96	139	150	47	103	4	....	....	....
	do ..... " " 25	56	26	3	85	94	179	200	86	114	1	....	....	....
	do ..... " " 26	36	8	8	52	73	125	150	60	90	....	5	3	....
	do ..... " " 27	34	7	7	48	55	103	125	52	73	4	....	....	....
	do ..... " " 28	58	18	6	82	113	195	200	99	101	11	....	6	....
	do ..... " " 29	47	11	3	61	115	176	200	74	126	13	....	....	....
	do ..... " " 30	50	10	6	66	83	149	150	72	78	6	....	....	....
	do ..... " " 31	60	20	3	83	98	181	200	85	115	2	....	....	....
	do ..... " " 32	59	22	2	83	68	151	175	85	90	2	....	....	....
	do ..... " " 33	45	13	4	62	65	127	150	66	84	4	....	....	....
	do ..... " " 34	37	30	.....	67	81	148	150	68	82	1	....	....	....

WILLIAM J. McCAUSLAND,
Returning Officer.

do	"	35	31	15	2	48	51	99	100	56	44	7	....	1	....
do	"	36	44	19	4	67	69	136	150	71	79	4	....	....	....
do	"	37	30	10	1	41	68	109	125	45	80	....	1	3	....
do	"	38	34	17	6	57	91	148	150	57	93	....	....	....	....
do	"	39	48	27	3	78	69	147	150	93	57	1	14	....	....
do	"	40	40	24	3	67	50	117	125	71	54	4	....	....	....
Ward 5	Sub-div. No. 1		57	17	1	75	110	185	190	85	105	....	6	4	....
do	"	2	58	11	.....	69	100	169	175	69	106	....	....	....	....
do	"	3	93	15	1	109	54	163	275	129	146	19	1	....	....
do	"	4	35	15	3	53	80	133	150	53	97	....	....	....	....
do	"	5	30	7	1	38	62	100	100	43	57	3	....	2	....
do	"	6	29	7	.....	36	85	121	125	45	80	....	....	9	....
do	"	7	53	16	4	73	105	178	200	90	110	....	6	11	....
do	"	8	64	13	2	79	72	151	150	79	71	....	....	....	....
do	"	9	81	19	2	102	88	190	200	102	98	....	....	....	....
do	"	10	82	15	1	98	80	178	175	109	66	7	4	....	....
do	"	11	58	8	3	69	109	178	175	74	101	5	....	....	....
do	"	12	53	19	4	76	81	157	175	86	89	....	10	....	....
do	"	13	40	6	2	48	85	133	150	55	95	7	....	....	....
do	"	14	39	15	2	56	95	151	175	56	119	....	....	....	....
do	"	15	46	16	6	68	113	181	200	79	121	....	4	7	....
do	"	16	51	9	3	63	91	154	150	70	80	2	5	....	....
do	"	17	38	5	2	45	82	127	150	53	97	2	....	6	....
do	"	18	49	11	3	63	95	158	175	63	112	....	....	....	....
do	"	19	54	13	.....	67	62	129	150	67	83	....	....	....	....
do	"	20	79	31	5	115	84	199	200	123	77	8	....	....	....
do	"	21	60	31	2	93	62	155	175	93	82	....	....	....	....
do	"	22	58	30	6	94	62	156	150	99	51	5	....	....	....
do	"	23	62	16	2	80	66	146	150	80	70	....	....	....	....
do	"	24	46	15	2	63	81	144	150	76	74	13	....	....	....
do	"	25	32	16	3	51	72	123	125	55	70	4	....	....	....
do	"	26	49	16	2	67	56	123	125	72	53	5	....	....	....
do	"	27	46	9	1	56	55	111	125	64	61	7	1	....	....
do	"	28	42	17	2	61	50	111	125	62	63	....	....	1	....
do	"	29	38	21	.....	59	57	116	125	62	63	....	....	3	....
do	"	30	36	26	.....	62	42	104	125	63	62	1	....	....	....
do	"	31	32	19	3	54	68	122	125	61	64	....	....	7	....
do	"	32	41	18	2	61	97	158	175	61	114	....	....	....	....
do	"	33	42	17	6	65	101	166	175	65	110	....	....	....	....
do	"	34	53	6	1	60	104	164	175	70	105	9	....	1	....
do	"	35	34	9	1	44	86	130	125	50	75	6	....	....	....
do	"	36	59	17	6	82	108	190	200	91	109	5	3	1	....
do	"	37	50	9	4	63	83	146	150	69	81	5	1	....	....
do	"	38	49	25	.....	74	62	136	150	74	76	....	....	....	....
do	"	39	62	39	2	103	36	139	150	103	47	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Foy.	Maybee.	Colombo.										
Toronto, S.W., Seat "A"—Con..	Ward 5—Con.....Sub-Div. No. 40	36	25	2	63	55	118	125	70	55	....	....	7	....
	do ..... " 41	43	25	2	70	47	117	125	74	51	1	1	2	....
	do ..... " 42	40	16	2	58	74	132	150	59	91	1	....	....	....
	do ..... " 43	30	8	12	50	111	161	175	57	118	6	....	1	....
	do ..... " 44	21	13	9	43	113	156	175	45	130	....	2	....	....
	do ..... " 45	51	20	9	80	129	209	225	91	134	1	1	9	....
	do ..... " 46	47	14	2	63	138	201	200	70	130	2	2	3	....
	do ..... " 47	63	12	5	80	93	173	175	94	81	14	....	....	....
	do ..... " 48	36	8	6	50	71	121	125	54	71	....	4	....	....
	do ..... " 49	38	13	4	55	68	123	125	58	67	....	....	3	....
	do ..... " 50	54	21	5	80	101	181	200	88	112	8	....	....	....
	do ..... " 41	49	34	3	86	69	155	150	95	55	9	....	....	....
	do ..... " 42	36	31	.....	67	46	113	125	69	56	1	....	1	....
	do ..... " 43	52	24	.....	76	44	120	125	78	47	....	1	1	....
	do ..... " 44	41	28	.....	69	50	119	125	72	53	3	....	....	....
	do ..... " 45	44	21	1	66	68	134	150	76	74	2	8	....	....
	do ..... " 46	50	44	1	95	66	161	175	100	75	....	....	5	....
	do ..... " 47	34	29	1	64	47	111	125	66	59	2	....	....	....
	Ward 6 .....Sub-Div. No. 1	44	18	.....	62	40	102	100	64	36	....	....	2	....
	do ..... " 2	48	50	1	99	94	193	200	103	97	....	....	4	....
	do ..... " 3	47	38	.....	85	65	150	150	91	59	....	....	6	....
	do ..... " 4	56	44	1	101	90	191	200	106	94	....	....	5	....
	do ..... " 8	75	22	1	98	90	188	200	98	102	....	....	....	....
	do ..... " 9	61	30	3	94	84	178	175	106	69	....	....	12	....
	do ..... " 10	44	32	2	78	68	146	150	79	71	....	....	1	....
	do ..... " 15	61	25	3	89	68	157	175	92	83	1	....	2	....

do	"	16	52	34	1	87	60	147	150	94	56	....	....	7	....
do	"	17	36	24	1	61	43	104	125	66	59	....	....	5	....
do	"	18	31	19	1	51	53	104	125	56	69	....	....	5	....
do	"	19	20	12	3	35	26	61	75	37	38	....	....	2	....
do	"	52	48	22	3	73	71	144	150	76	74	....	....	3	....
do	"	53	83	27	2	112	74	186	200	122	78	....	....	10	....
do	"	54	56	22	2	80	101	181	200	81	119	1	....	....	....
do	"	55	27	22	2	51	70	121	125	60	65	....	....	9	....
do	"	56	49	24	1	74	64	138	150	74	76	....	....	....	....
do	"	57	49	28	2	79	64	143	150	85	65	....	....	6	....
do	"	58	40	34	.....	74	70	144	150	79	71	....	....	5	....
do	"	59	47	22	.....	69	49	118	125	78	47	....	....	9	....
do	"	60	37	8	3	48	70	118	125	50	75	....	....	2	....
do	"	61	46	15	1	62	64	126	125	69	56	4	....	3	....
do	"	62	55	27	4	86	82	168	175	88	87	....	....	2	....
do	"	63	50	17	4	71	66	137	150	78	72	....	....	7	....
do	"	64	47	26	3	76	77	153	175	79	96	1	....	2	....
do	"	65	33	15	6	54	79	133	150	58	92	....	....	4	....
do	"	66	50	20	3	73	63	136	150	80	70	....	....	7	....
do	"	67	42	11	3	56	62	118	125	61	64	....	....	5	....
do	"	68	57	11	1	69	96	165	175	73	102	....	....	4	....
do	"	69	42	39	1	82	51	133	150	87	63	....	....	5	....
do	"	70	42	51	.....	93	93	186	200	104	96	5	....	6	....
do	"	71	42	32	2	76	70	146	150	85	65	....	....	9	....
do	"	78	42	29	1	72	74	146	150	72	78	....	....	....	....
do	"	79	31	17	1	49	48	97	100	52	48	....	....	3	....
do	"	80	25	18	3	46	64	110	125	47	78	....	....	1	....
Totals			6,127	2,431	342	8,900	9,792	18,692	20,190	9,635	9,820	288	163	282	....
Majority for Foy			3,696												

				Gooderham.	Raney.									
Toronto, S.W., Seat "B"	Ward 5	Sub-Div.	No. 1	64	18	82	103	185	190	85	105	1	....	2 ....
do	"	"	2	57	13	70	99	169	175	97	78	27	....	....
do	"	"	3	98	12	110	153	263	275	110	165	....	....	....
do	"	"	4	39	13	32	81	133	150	55	95	3	....	....
do	"	"	5	27	9	36	64	100	100	36	64	....	....	....
do	"	"	6	28	7	35	86	121	125	35	90	....	....	....
do	"	"	7	56	20	76	102	178	200	76	124	....	....	....
do	"	"	8	66	13	79	72	151	150	91	59	2	....	10 ....
do	"	"	9	85	18	103	87	190	200	116	84	11	2	....
do	"	"	10	84	15	99	79	178	175	90	76	....	....	....
do	"	"	11	60	9	69	109	178	175	74	101	5	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Gooderham. Raney.										
Toronto, S.W., Seat "B"—Con..	Ward 5—Con.....Sub-Div. No. 12	57 24	81	76	157	175	86	89	5	....	....	....
	do ..... " 13	44 6	50	83	133	150	57	93	5	2	....	....
	do ..... " 14	40 14	54	97	151	175	54	121	....	....	....	....
	do ..... " 15	51 16	67	114	181	200	67	133	....	....	....	....
	do ..... " 16	53 12	65	89	154	150	70	80	2	3	....	....
	do ..... " 17	43 7	50	77	127	150	53	97	2	....	1	....
	do ..... " 18	52 13	65	93	158	175	73	102	8	....	....	....
	do ..... " 19	51 13	64	65	129	150	64	86	....	....	....	....
	do ..... " 20	83 31	114	85	199	200	123	77	9	....	....	....
	do ..... " 21	61 30	91	64	155	175	95	80	4	....	....	....
	do ..... " 22	66 29	95	59	154	150	100	50	4	1	....	....
	do ..... " 23	64 17	81	65	146	150	100	50	....	19	....	....
	do ..... " 24	45 19	64	80	144	150	64	86	....	....	....	....
	do ..... " 25	34 17	51	72	123	125	51	74	....	....	....	....
	do ..... " 26	52 16	68	55	123	125	68	57	....	....	....	....
	do ..... " 27	45 6	51	60	111	125	51	74	....	....	....	....
	do ..... " 28	45 17	62	49	111	125	62	63	....	....	....	....
	do ..... " 29	40 22	62	54	116	125	62	63	....	....	....	....
	do ..... " 30	39 24	63	41	104	125	63	62	....	....	....	....
	do ..... " 31	38 20	58	64	122	125	61	64	3	....	....	....
	do ..... " 32	42 19	61	97	158	175	67	108	6	....	....	....
	do ..... " 33	51 17	68	98	166	175	71	104	3	....	....	....
	do ..... " 34	56 6	62	102	164	175	62	113	....	....	....	....
	do ..... " 35	37 10	47	83	130	125	50	75	3	....	....	....
	do ..... " 36	63 19	82	108	190	200	89	111	6	1	....	....
	do ..... " 37	50 13	63	83	146	150	69	81	5	1	....	....

WILLIAM JOHN MCCAUSLAND, Returning Officer.

do	"	38	50	27	77	59	136	150	82	68	5	....	....	....
do	"	39	67	39	106	33	139	150	113	37	7	....	....	....
do	"	40	37	27	64	54	118	125	64	61	....	....	....	....
do	"	41	25	35	90	65	155	150	95	55	....	4	1	....
do	"	42	41	27	68	45	113	125	70	55	1	....	1	....
do	"	43	53	23	76	44	120	125	79	46	3	....	....	....
do	"	44	46	23	69	50	119	125	72	53	3	....	....	....
do	"	45	46	20	66	68	134	150	56	84	....	....	....	....
do	"	46	56	44	100	61	161	175	100	75	....	....	....	....
do	"	47	34	30	64	47	111	125	64	61	....	....	....	....
Ward 4	Sub-Div. No.	1	22	4	26	2	28	50	26	24	....	....	....	....
do	"	2	31	13	44	7	51	75	46	29	2	....	....	....
do	"	3	25	11	36	43	79	100	36	64	....	....	....	....
do	"	4	95	15	110	78	188	200	131	69	....	18	3	....
do	"	5	42	11	53	68	121	125	56	69	....	2	1	....
do	"	6	21	9	30	46	76	100	31	69	1	....	....	....
do	"	7	56	6	62	99	161	175	69	106	7	....	....	....
do	"	8	25	14	39	41	80	100	41	59	2	....	....	....
do	"	9	28	14	42	52	94	100	42	58	....	....	....	....
do	"	10	42	11	53	89	142	150	61	89	6	2	....	....
do	"	11	73	15	88	103	191	200	103	97	15	....	....	....
do	"	12	51	5	56	89	145	150	70	80	2	12	....	....
do	"	13	43	12	55	102	157	175	66	109	3	....	6	2
do	"	14	34	8	42	80	122	125	45	80	3	....	....	....
do	"	15	45	15	60	61	121	125	70	55	1	....	9	....
do	"	16	49	7	56	61	117	125	65	60	....	3	6	....
do	"	17	48	10	58	92	150	175	64	111	4	....	2	....
do	"	18	63	12	75	81	156	175	81	94	2	3	....	1
do	"	19	39	13	52	107	159	175	62	113	5	5	....	....
do	"	20	34	5	39	41	80	100	41	59	2	....	....	....
do	"	21	52	10	62	94	156	175	62	113	....	....	....	....
do	"	22	83	27	110	85	195	200	117	83	....	3	4	....
do	"	23	63	17	80	66	146	150	81	69	1	....	....	....
do	"	24	32	13	45	94	139	150	48	102	2	1	....	....
do	"	25	59	26	85	94	179	200	86	114	1	....	....	....
do	"	26	39	11	50	75	125	150	60	90	3	....	7	....
do	"	27	36	11	47	56	103	125	52	73	5	....	....	....
do	"	28	64	19	83	112	195	200	100	100	11	....	6	....
do	"	29	46	12	58	118	176	200	71	129	13	....	....	....
do	"	30	54	13	67	82	149	150	72	79	5	....	....	....
do	"	31	61	19	80	101	181	200	82	118	2	....	....	....
do	"	32	61	22	83	68	151	175	85	90	2	....	....	....
do	"	33	48	14	62	65	127	150	66	84	4	....	....	....
do	"	34	36	30	66	82	148	150	67	83	1	....	....	....
do	"	35	34	15	49	50	99	100	56	44	6	....	1	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Gooderham.										
Toronto, S.W., Seat "B"—Con.	Ward 4—Con..... Sub-Div. No. 36	46	19	65	71	136	150	71	79	6	....	....	....
	do ..... " 37	31	10	41	68	109	125	45	80	....	1	3	....
	do ..... " 38	38	18	56	92	148	150	56	94	....	....	....	....
	do ..... " 39	51	27	78	69	147	150	93	57	1	14	....	....
	do ..... " 40	43	23	66	51	117	125	71	54	5	....	....	....
	do ..... " 41	46	23	69	48	117	125	73	52	1	1	2	....
	do ..... " 42	40	16	56	76	132	150	59	91	3	....	....	....
	do ..... " 43	30	11	41	120	161	175	57	118	2	....	14	....
	do ..... " 44	28	13	41	115	156	175	45	130	....	2	2	....
	do ..... " 45	56	22	78	131	209	200	89	111	1	1	9	....
	do ..... " 46	53	15	68	133	201	225	75	150	2	2	3	....
	do ..... " 47	67	13	80	93	173	175	94	81	14	....	....	....
	do ..... " 48	44	9	53	68	121	125	54	71	....	1	....	....
	do ..... " 49	41	13	54	69	123	125	58	67	....	2	2	....
	do ..... " 50	58	20	78	103	181	200	86	114	8	....	....	....
	Ward 6 .....Sub-Div. No. 1	45	18	63	39	102	100	64	36	....	1	....	....
	do ..... " 2	56	47	103	90	193	200	107	93	....	4	....	....
	do ..... " 3	44	44	88	62	150	150	91	59	....	3	....	....
	do ..... " 4	57	48	105	86	191	200	106	94	....	1	....	....
	do ..... " 8	79	22	101	87	188	200	110	90	....	9	....	....
	do ..... " 9	64	29	93	85	178	175	95	80	....	2	....	....
	do ..... " 10	44	33	77	69	146	150	79	71	....	2	....	....
	do ..... " 15	68	27	95	62	157	175	96	79	....	1	....	....
	do ..... " 16	60	30	90	57	147	150	92	58	....	2	....	....
	do ..... " 17	41	22	63	41	104	125	66	59	....	3	....	....
	do ..... " 18	32	18	50	54	104	125	53	72	....	3	....	....

	do	"	19	22	12	34	27	61	75	34	41	....	....	....	....
	do	"	52	55	24	79	65	144	150	79	71	....	....	....	....
	do	"	53	89	22	111	75	186	200	113	87	....	....	2	....
	do	"	54	59	27	86	95	181	200	89	111	....	3	....	....
	do	"	55	29	21	50	71	121	125	52	73	....	2	....	....
	do	"	56	56	22	78	60	138	150	80	70	....	2	....	....
	do	"	57	53	26	79	64	143	150	84	66	....	5	....	....
	do	"	58	44	33	77	67	144	150	80	70	....	3	....	....
	do	"	59	52	38	90	28	118	125	91	34	....	1	....	....
	do	"	60	41	7	48	70	118	125	48	77	....	....	....	....
	do	"	61	50	12	62	64	126	125	69	56	....	3	4	....
	do	"	62	60	27	87	81	168	175	88	87	....	1	....	....
	do	"	63	52	20	72	65	137	150	78	72	....	6	....	....
	do	"	64	48	25	73	80	153	175	79	96	....	4	1	1
	do	"	65	44	13	57	76	133	150	58	92	....	1	....	....
	do	"	66	56	21	77	59	136	150	84	66	....	5	....	2
	do	"	67	44	13	57	61	118	125	62	63	....	5	....	....
	do	"	68	57	12	69	96	165	175	73	102	....	4	....	....
	do	"	69	44	39	83	50	133	150	87	63	....	4	....	....
	do	"	70	48	49	97	89	186	200	97	103	....	....	....	....
	do	"	71	55	27	82	64	146	150	85	65	....	3	....	....
	do	"	78	47	28	75	71	146	150	75	75	....	....	....	....
	do	"	79	32	16	48	49	197	100	52	48	....	4	....	....
	do	"	80	25	19	44	66	110	125	49	76	....	5	....	....
	Totals			6,509	2,491	9,000	9,790	18,790	20,190	9,593	100004	379	113	98	3
	Majority for Gooderham			4,018											

				Mason.	Hodgson.										
Victoria, North ..	Fenelon	No.	1	17	14	31	17	48	50	31	19	....	....	....	....
	do	"	2	35	43	78	56	134	150	78	72	....	....	....	....
	do	"	3	45	19	64	67	131	150	64	86	....	....	....	....
	do	"	4	47	20	67	48	115	150	68	82	1	....	....	....
	do	"	5	58	40	98	34	132	150	99	51	....	1	....	....
	Fenelon Falls	No.	1	71	48	119	23	142	200	122	78	....	3	....	....
	do	"	2	85	33	118	38	156	200	118	82	....	....	....	....
	Sturgeon Point			3	2	5	62	67	75	5	70	....	....	....	....
	Eldon	No.	1	51	55	106	75	181	200	106	94	....	....	....	....
	do	"	2	88	35	117	95	212	225	117	108	....	....	....	....
	do	"	3	72	9	81	108	189	150	81	69	....	....	....	....
	do	"	4	69	16	85	64	149	150	85	65	....	....	....	....
	Woodville			38	40	78	30	108	150	78	72	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
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		Mason.	Hodgson.										
Victoria, N.—Con.	Carden ..... No. 1	16	22	38	76	114	124	38	86	....	....	....	....
	do ..... " 2	16	19	35	37	72	75	35	40	....	....	....	....
	Lutterworth	18	13	31	87	118	125	31	94	....	....	....	....
	Minden ..... No. 1	54	38	92	84	176	200	92	108	....	....	....	....
	do ..... " 2	7	30	37	16	53	100	37	63	....	....	....	....
	Sherborne	15	5	20	49	69	75	20	55	....	....	....	....
	Dalton ..... No. 1	38	14	52	25	77	100	52	48	....	....	....	....
	do ..... " 2	16	9	25	22	47	50	25	25	....	....	....	....
	Snowdon ..... No. 1	22	48	70	66	136	150	70	80	....	....	....	....
	do ..... " 2	11	4	15	35	50	50	15	35	....	....	....	....
	Cardiff ..... No. 1	1	10	11	26	37	50	11	39	....	....	....	....
	do ..... " 2	24	16	40	71	111	125	42	83	1	1	....	....
	Digby	15	6	21	21	42	50	21	29	....	....	....	....
	Glamorgan	35	34	69	47	116	125	69	56	....	....	....	....
	Cardiff ..... No. 3	7	3	10	17	27	50	10	40	....	....	....	....
	Dysart ..... No. 1	47	70	117	128	245	250	117	133	....	....	....	....
	do ..... " 2	8	16	24	29	53	75	24	51	....	....	....	....
	do ..... " 3	6	6	12	11	23	25	12	13	....	....	....	....
	do ..... " 4	.....	11	11	13	24	25	11	14	....	....	....	....
	do ..... " 5	.....	24	24	16	40	50	24	26	....	....	....	....
	Stanhope ..... No. 1	27	21	48	35	83	100	49	51	1	....	....	....
	do ..... " 2	15	11	26	38	64	75	26	49	....	....	....	....
	Monmouth ..... No. 1	23	20	43	77	120	125	43	82	....	....	....	....
	do ..... " 2	10	31	41	34	75	75	41	34	....	....	....	....
	Sumerville ..... No. 1	22	6	28	12	40	49	28	21	....	....	....	....
	do ..... " 2	56	27	83	34	117	125	83	42	....	....	....	....

ISAAC NAYLOR, Returning Officer.

	do	"	3	37	40	77	75	152	150	77	73	....	....	....	....
	do	"	4	18	10	28	25	53	74	29	45	1	....	....	....
	do	"	5	14	16	57	40	97	100	57	43	....	....	....	....
	do	"	6	25	5	30	16	46	50	30	20	....	....	....	....
	Bexley	No.	1	36	6	42	64	106	125	42	83	....	....	....	....
	do	"	2	42	13	55	83	138	150	55	95	....	....	....	....
	Laxton			64	10	74	77	151	150	75	75	....	....	1	....
	Anson and Hindon			29	21	50	28	78	100	50	50	....	....	....	....
	Totals			1,474	1,009	2,483	2,231	4,714	5,322	2,493	2,829	4	5	1	....
	Majority for Mason			465											

J. P. Ryley, Returning Officer.

				Carew.	Fulton.	Johnson.									
South Victoria ..	Mariposa Tp.	No.	1	68	46	1	115	48	163	175	115	59	1	....	....	....
	do	"	2	46	53	.....	99	30	129	150	99	50	....	....	1	....
	do	"	3	58	93	3	154	44	198	225	154	71	....	....	....	....
	do	"	4	52	83	1	136	38	174	200	136	62	2	....	....	....
	do	"	5	30	89	.....	119	38	157	175	119	56	....	....	....	....
	do	"	6	24	52	4	80	22	102	125	80	45	....	....	....	....
	do	"	7	63	53	.....	116	38	154	175	116	59	....	....	....	....
	do	"	8	36	25	1	62	27	89	100	62	38	....	....	....	....
	Ops Tp.	No.	1	23	67	1	91	18	109	125	90	34	....	....	1	....
	do	"	2	44	47	1	92	17	109	125	92	33	....	....	....	....
	do	"	3	39	39	.....	78	18	96	125	78	44	3	....	....	....
	do	"	4	56	29	1	86	19	105	125	86	38	....	1	....	....
	do	"	5	77	32	1	110	23	133	150	110	39	1	....	....	....
	do	"	6	61	35	2	98	15	113	125	98	27	....	....	....	....
	Emily Tp.	No.	1	59	16	1	76	27	103	125	76	48	....	....	1	....
	do	"	2	28	18	.....	46	36	82	100	46	54	....	....	....	....
	do	"	3	51	17	.....	68	29	97	125	68	57	....	....	....	....
	do	"	4	46	49	2	97	38	135	150	97	53	....	....	....	....
	do	"	5	31	23	1	55	14	69	100	55	45	....	....	....	....
	do	"	6	23	23	.....	46	28	74	100	46	54	....	....	....	....
	do	"	7	41	21	3	65	31	96	125	65	60	....	....	....	....
	Verulam Tp.	No.	1	39	37	.....	76	17	93	125	76	49	....	....	....	....
	do	"	2	58	46	.....	104	25	129	150	104	46	....	....	....	....
	do	"	3	28	68	1	97	12	109	125	97	28	....	....	....	....
	do	"	4	30	34	.....	64	33	97	125	64	61	....	....	....	....
	do	"	5	36	27	1	64	16	80	100	64	36	....	....	....	....
	do	"	6	27	10	.....	37	11	48	75	37	38	....	....	....	....
	Omemee Village			80	27	.....	107	37	144	175	107	67	1	....	....	....
	Bobcaygeon Village	No.	1	105	22	2	129	29	158	175	129	45	1	....	....	....
	do do	"	2	48	25	.....	73	13	86	100	37	27	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

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		Carew	Fulton	Johnson										
Victoria, S.—Con..	Lindsay Town—N. Ward....No. 1	73	87	8	168	49	217	250	168	82	....	....	....	....
	do do .... " 2	80	47	3	130	91	221	250	130	119	1	....	....	....
	do do .... " 3	101	40	12	153	37	190	225	153	71	1	....	....	....
	do S. Ward ....No. 1	73	49	7	129	50	179	200	129	69	2	....	....	....
	do do .... " 2	134	49	8	191	100	291	300	191	107	1	1	....	....
	do do .... " 3	96	39	2	137	61	198	225	137	85	1	2	....	....
	do do .... " 4	102	70	13	185	98	283	325	185	138	2	....	....	....
	do E. Ward.... " 1	66	44	8	118	38	156	175	118	56	1	....	....	....
	do do .... " 2	100	56	16	172	62	234	250	172	77	1	....	....	....
	Totals	2,232	1,687	104	4,023	1,377	5,400	6,275	4,022	2,227	19	4	3	....
	Majority for Carew	545												
		Heist.	Martin.	Mills.										
Waterloo, North .	Berlin .....No. 1	28	25	114	168	79	247	251	168	83	1	....	....	....
	do ..... " 2	26	38	107	174	39	213	225	174	51	3	....	....	....
	do .....A—K " 3	21	15	75	112	39	151	178	112	16	....	1	....	....
	do .....L—Z " 3	16	20	95	132	39	171	176	132	44	....	1	....	....
	do ..... " 4	15	9	42	67	12	79	100	67	33	1	....	....	....
	do ..... " 5	36	18	80	139	54	193	200	139	61	4	1	....	....
	do ..... " 6	47	6	79	134	65	199	201	134	67	2	....	....	....
	do ..... " 7	44	13	87	144	53	197	199	144	55	....	....	....	....
	do ..... " 8	79	11	78	168	60	228	250	168	82	....	....	....	....
	do ..... " 9	90	25	86	206	65	271	275	206	69	5	....	....	....
	do ..... " 10	77	18	69	164	62	226	253	164	89	....	....	....	....

do	"	11	102	22	44	169	47	216	227	169	58	....	....	1	....
do A—K	"	12	41	10	40	92	47	139	150	92	58	1	....	....	....
do L—Z	"	12	62	11	61	136	36	172	175	136	39	2	....	....	....
do	"	13	42	4	69	118	72	190	200	118	82	3	....	....	....
do	"	14	60	11	65	137	49	186	201	137	64	1	....	....	....
do	"	15	50	21	95	167	63	230	252	167	85	1	....	....	....
do	"	16	64	53	96	215	71	286	300	215	85	1	....	1	....
do	"	17	57	25	65	148	52	200	201	148	53	1	....	....	....
do	"	18	41	15	72	128	88	216	225	128	97	....	....	....	....
do A—K	"	19	23	26	73	123	48	171	175	123	52	....	1	....	....
do L—Z	"	19	29	27	80	136	49	185	202	136	66	....	....	....	....
do	"	20	34	21	88	147	62	209	226	147	79	4	....	....	....
Waterloo	No.	1	15	4	58	78	63	141	153	78	75	....	1	....	....
do	"	2	29	3	98	130	48	178	200	130	70	....	....	....	....
do	"	3	20	10	70	100	61	161	175	100	75	....	....	....	....
do	"	4	42	16	132	193	77	270	275	193	82	3	....	....	....
do	"	5	50	17	134	202	79	281	302	202	100	....	1	....	....
do	"	6	27	4	79	110	32	142	150	110	40	....	....	....	....
do	"	7	17	4	56	78	55	133	150	78	72	1	....	....	....
do	"	8	40	6	77	126	76	202	225	126	99	2	1	....	....
Elmira	No.	1	56	7	115	179	64	243	250	179	71	....	1	....	....
do	"	2	58	12	154	227	45	272	275	227	48	....	2	1	....
Waterloo Tp.	No.	1	7	1	74	82	50	132	150	82	68	....	....	....	....
do	"	2	55	2	23	81	21	102	125	81	44	1	....	....	....
do	"	3	75	15	75	165	85	250	250	165	85	....	....	....	....
do	"	3	40	2	77	121	86	207	225	121	104	2	....	....	....
do	"	5	124	6	37	167	49	216	225	167	58	....	....	....	....
Wellesley Tp.	No.	1	6	3	64	76	50	126	151	76	75	....	1	2	....
do	"	2	20	.....	127	147	49	196	200	147	53	....	....	....	....
do	"	3	57	1	55	114	73	187	201	114	87	1	....	....	....
do	"	4	50	5	58	113	65	178	200	113	87	....	....	....	....
do	"	5	52	5	101	158	78	236	249	158	91	....	....	....	....
do	"	6	52	9	84	147	88	235	251	147	104	1	....	1	....
do	"	7	36	1	5	42	49	91	100	42	58	....	....	....	....
Woolwich Tp.	No.	1	57	.....	17	74	31	105	125	74	51	....	....	....	....
do	"	2	46	.....	55	102	48	150	150	102	48	1	....	....	....
do	"	3	79	5	57	145	86	231	250	145	105	....	....	4	....
do	"	4	33	2	48	83	89	172	175	83	92	....	....	....	....
do	"	5	49	9	34	96	71	167	175	96	70	1	3	....	....
do	"	6	22	.....	29	51	45	96	101	51	50	....	....	....	....
do	"	7	35	2	34	71	34	105	125	71	54	....	....	....	....
Totals			2,333	595	3,787	6,782	2,998	9,780	10,425	6,782	3,643	43	14	10	....
Majority for Mills			.....	.....	1,454										

GEORGE DAVIDSON,
Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Hall.	Buchanan.	Martin.									
Waterloo, South..	Galt ..... No. 1		84	39	29	153	88	241	250	153	97	1	....	....
	do ..... " 2 A		84	51	19	156	76	232	250	157	93	2	1	....
	do ..... " 2 B		64	39	6	109	66	175	175	110	65	....	1	....
	do ..... " 3		83	70	21	174	118	292	300	175	125	....	1	....
	do ..... " 4		42	45	19	107	183	290	300	107	193	1	....	....
	do ..... " 5		95	60	20	181	91	272	275	181	94	6	....	....
	do ..... " 6 A		81	55	11	150	95	245	250	151	99	3	1	....
	do ..... " 6 B		79	56	14	151	71	222	225	152	73	2	1	....
	do ..... " 7 A		65	48	16	131	114	245	250	131	119	2	....	....
	do ..... " 7 B		40	67	21	130	55	185	200	130	70	2	....	....
	do ..... " 8		72	53	30	155	164	319	325	155	170	....	....	....
	do ..... " 9		106	85	23	216	108	324	325	216	109	2	....	....
	do ..... " 10		77	43	19	140	89	229	225	140	85	1	....	....
	do ..... " 11 A		72	52	43	167	52	219	250	167	83	....	....	....
	do ..... " 11 B		48	50	27	125	165	290	300	125	175	....	....	....
	do ..... " 12		73	52	47	179	128	307	310	179	131	7	....	....
	Preston ..... No. 1 A		136	42	41	223	136	359	350	223	127	4	....	....
	do ..... " 1 B		127	38	30	204	84	288	300	204	96	9	....	....
	do ..... " 2 A		218	58	60	338	165	503	500	338	162	2	....	....
	do ..... " 2 B		143	71	54	274	118	392	400	275	125	6	1	....
	Hespeler ..... No. 1 A		107	43	49	199	40	239	250	201	49	....	....	2
	do ..... " 1 B		86	37	35	159	41	200	200	162	38	1	3	....
	do ..... " 2		103	101	47	252	73	325	325	252	73	1	....	....
	New Hamburg ..... No. 1		174	79	9	265	90	355	385	265	120	3	....	....
	do ..... " 2		54	32	4	93	38	131	150	93	57	3	....	....
	Ayr		82	92	11	189	44	233	250	189	61	4	....	....

JOHN A. HABTMANN,
Returning Officer.

Waterloo	No. 1	25	85	.....	112	44	156	150	112	38	2	....	....	....
do	" 2	66	25	5	97	39	136	150	97	53	1	....	....	....
do	" 3	30	61	14	105	52	157	150	107	43	....	2	....	....
do	" 4	61	55	18	135	55	190	200	135	65	1	....	....	....
do	" 5	52	34	2	88	25	113	125	88	37	....	....	....	....
do	" 6	41	50	.....	93	30	123	125	93	32	2	....	....	....
North Dumfries	No. 1	18	32	.....	50	29	79	85	50	35	....	....	....	....
do	" 2	32	34	5	72	31	103	100	72	28	1	....	....	....
do	" 3	25	81	.....	107	56	163	176	107	69	1	....	....	....
do	" 4	20	57	1	80	41	121	125	80	45	2	....	....	....
do	" 5	23	77	1	101	34	135	150	101	49	....	....	....	....
Wilmot	No. 1	54	94	3	153	53	206	225	153	72	2	....	....	....
do	" 2	63	88	1	153	32	185	200	153	47	1	....	....	....
do	" 3	75	42	.....	117	54	171	175	117	58	....	....	....	....
do	" 4	96	85	4	187	89	276	300	187	113	2	....	....	....
do	" 5	100	8	1	111	52	163	175	111	64	2	....	....	....
do	" 6	75	29	2	106	53	159	175	106	69	....	....	....	....
Totals		3,251	2,395	726	6,487	3,261	9,748	10,106	6,500	3,606	79	11	2	....
Majority for Hall		856												

JOHN GORDON WILLS,
Returning Officer.

		Sharpe.	Steele.										
Welland	Crowland Tp. No. 1	36	60	96	24	120	150	98	52	....	2	....	....
do	" 2	75	27	103	45	148	175	103	73	1	....	....	....
do	" 3	44	26	71	39	110	125	71	54	1	....	....	....
do	" 4	39	38	77	22	99	125	78	47	....	1	....	....
Humberstone Tp.	No. 1	65	62	127	31	158	174	127	47	....	....	....	....
do	" 2	63	32	95	21	116	149	96	53	....	....	....	....
do	" 3	49	74	123	53	176	200	126	74	3	....	....	....
do	" 4	48	24	72	42	114	151	72	79	....	....	....	....
do	" 5	57	12	71	11	82	100	71	29	1	1	....	....
do	" 6	39	6	46	14	60	75	46	29	1	....	....	....
Humberstone Village	No. 1	73	54	128	26	154	175	128	47	1	....	....	....
do	" 2	53	28	81	32	113	150	82	68	....	1	....	....
Port Colborne	No. 1	91	82	174	41	215	250	174	76	1	....	....	....
do	" 2	29	60	89	26	115	150	89	61	....	....	....	....
do	" 3	124	61	186	37	223	250	186	64	1	....	....	....
Thorold Town	No. 1	107	27	135	88	223	250	135	115	1	....	....	....
do	" 2	40	23	63	32	95	125	63	62	....	....	....	....
do	" 3	70	27	97	66	163	175	97	78	....	....	....	....
do	" 4	37	15	52	23	75	100	54	46	....	2	....	....
do	" 5	77	30	111	88	199	225	111	114	4	....	....	....
do	" 6	89	23	112	57	169	200	112	88	....	....	....	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Sharpe.	Steele.										
Welland.—Con...	Thorold Tp. ..... No. 1	73	25	99	55	154	175	99	76	1	....	....	....
	do ..... " 2	27	54	81	60	141	174	81	93	....	....	....	....
	do ..... " 3	54	25	79	34	113	125	79	46	....	....	....	....
	do ..... " 4	44	40	89	40	129	151	89	62	5	....	....	....
	do ..... " 5	24	29	54	17	71	100	54	46	1	....	....	....
	do ..... " 6	46	44	90	38	128	150	90	60	....	....	....	....
	Wainfleet Tp. ..... No. 1	76	45	115	41	156	175	115	60	....	....	....	....
	do ..... " 2	45	43	88	34	122	150	88	62	....	....	....	....
	do ..... " 3	54	61	115	63	178	200	115	85	....	....	....	....
	do ..... " 4	51	41	93	60	153	175	93	82	....	....	....	....
	do ..... " 5	37	30	68	39	107	125	68	57	....	....	....	....
	do ..... " 6	18	25	44	22	66	75	44	31	1	....	....	....
	do ..... " 7	7	21	28	17	45	75	28	47	....	....	....	....
	do ..... " 8	41	26	67	24	91	100	77	33	....	....	....	....
	Welland Town ..... No. 1	73	39	112	100	212	225	112	113	....	....	....	....
	do ..... " 2	109	78	188	164	352	375	189	186	1	1	....	....
	do ..... " 3	67	33	101	99	200	225	102	123	1	1	....	....
	do ..... " 4	121	54	177	173	350	400	177	223	2	....	....	....
	do ..... " 5	60	33	93	115	208	225	93	132	....	....	....	....
	do ..... " 6	48	22	71	112	183	200	71	129	1	....	....	....
	do ..... " 7	79	67	147	145	292	300	147	153	1	....	....	....
	do ..... " 8	61	47	108	99	207	225	108	117	....	....	....	....
	do ..... " 9	27	28	56	54	110	125	56	69	....	....	....	....
	Totals	2,541	1,701	4,272	2,423	6,695	7,725	4,284	3,441	29	9	....	....
	Majority for Sharpe	840											

Wellington, East	West Luther	No.	1	25	44	69	49	118	125	69	56	....	....	....	....
	do	"	2	29	34	63	23	86	100	63	37	....	....	....	....
	do	"	3	35	47	82	31	113	125	82	53	....	....	....	....
	do	"	4	46	37	83	21	104	125	84	41	1	....	....	....
	do	"	5	43	48	91	27	118	125	92	33	1	....	....	....
	Arthur Tp.	No.	1	73	41	114	30	144	150	115	35	1	....	....	....
	do	"	2	76	51	127	43	170	175	127	48	....	....	....	....
	do	"	3	38	41	79	37	116	125	79	46	....	....	....	....
	do	"	4	58	29	87	42	129	150	88	62	1	....	....	....
	do	"	5	45	67	112	24	136	150	114	36	2	....	....	....
	Garafraxa	No.	1	50	32	82	16	98	100	82	18	....	....	....	....
	do	"	2	33	21	54	21	75	75	54	21	....	....	....	....
	do	"	3	19	34	53	8	61	75	53	22	....	....	....	....
	do	"	4	5	30	35	16	51	75	35	40	....	....	....	....
	do	"	5	37	23	60	9	69	75	61	14	1	....	....	....
	do	"	6	33	17	50	11	61	100	50	50	....	....	....	....
	do	"	7	22	31	53	24	77	100	53	47	....	....	....	....
	Belwood			30	22	52	11	63	75	52	23	....	....	....	....
	Mount Forest North Ward			53	37	90	56	146	150	90	60	....	....	....	....
	do South Ward			52	39	91	70	161	175	92	83	1	....	....	....
	do East Ward			34	39	73	82	155	175	73	102	....	....	....	....
	do West Ward			35	40	75	52	127	150	76	74	....	1	....	....
	Nichol Tp.	No.	1	68	43	111	21	132	150	111	39	....	....	....	....
	do	"	2	58	18	76	19	95	100	77	23	....	1	....	....
	do	"	3	58	43	101	22	123	125	101	24	....	....	....	....
	do	"	4	48	34	82	18	100	100	86	14	3	1	....	....
	Erin Tp.	No.	1	107	33	140	34	174	175	140	35	....	....	....	....
	do	"	2	64	31	95	20	115	125	96	29	....	....	1	....
	do	"	3	66	49	115	40	155	175	115	60	....	....	....	....
	do	"	4	75	48	123	25	148	150	123	27	....	....	....	....
	do	"	5	51	32	83	48	127	150	83	67	....	....	....	....
	do	"	6	99	60	159	39	198	200	159	41	....	....	....	....
	Erin Village			49	61	110	34	144	150	111	39	1	....	....	....
	Elora	No.	1	57	77	134	44	178	200	134	66	....	....	....	....
	do	"	2	106	52	158	40	198	200	159	41	1	....	....	....
	Fergus	No.	1	91	96	187	39	226	250	189	61	1	1	....	....
	do	"	2	78	108	186	53	239	250	186	64	....	....	....	....
	Totals			1,946	1,589	3,535	1,348	4,683	5,175	3,554	1,621	14	4	1	....
	Majority for Richardson			357											

Robert Thomas Pritchard, Returning Officer.

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Carter. Cunningham. Scholfield										
Wellington, South	Guelph ..... No. 1	54 18 113	185	53	238	275	185	83	7	....	....	....
	do ..... " 2	78 21 97	196	47	243	275	196	77	....	....	2	....
	do ..... " 3	96 13 105	214	14	230	250	214	34	2	....	....	....
	do ..... " 4	59 11 140	210	69	280	300	210	89	1	....	....	....
	do ..... " 5	54 6 98	158	82	241	275	158	116	....	1	....	....
	do ..... " 6	33 2 75	110	47	160	175	110	62	3	....	....	....
	do ..... " 7	73 [illegible] 83	165	36	202	225	165	59	1	....	....	....
	do ..... " 8	89 10 96	195	51	246	275	195	80	....	....	....	....
	do ..... " 9	90 6 76	172	34	208	225	172	51	1	1	....	....
	do ..... " 10	31 4 37	72	111	186	200	72	125	3	....	....	....
	do ..... " 11	104 7 93	204	45	249	225	204	21	....	....	....	....
	do ..... " 12	103 6 75	184	49	234	250	184	65	....	1	....	....
	do ..... " 13	93 6 82	181	67	248	275	181	94	....	....	....	....
	do ..... " 14	70 5 53	128	41	169	175	128	47	....	....	....	....
	do ..... " 15	101 2 94	197	54	252	275	197	77	1	....	....	....
	do ..... " 16	96 11 102	209	52	262	275	209	65	1	....	....	....
	do ..... " 17	109 6 120	235	47	284	300	235	63	....	....	2	....
	do ..... " 18	34 8 35	77	22	99	125	77	48	....	....	....	....
	do ..... " 19	49 12 72	133	41	176	200	133	65	1	1	....	....
	do ..... " 20	91 8 112	211	41	254	275	211	62	2	....	....	....
	do ..... " 21	80 15 133	228	80	312	325	228	93	3	1	....	....
	Guelph Tp. ..... No. 1	82 1 38	121	28	150	175	121	53	1	....	....	....
	do ..... " 2	56 2 76	134	39	173	200	134	65	1	....	....	....
	do ..... " 3	41 36	77	39	116	150	77	73	....	....	....	....
	do ..... " 4	34 30	64	22	86	100	64	36	....	....	....	....
	do ..... " 5	60 1 53	114	42	156	200	114	86	....	....	....	....

JAMES HEWER, Returning Officer.

Eramosa Tp.	No.	1	105	2	72	179	31	210	225	179	46	....	....	....	....
do	"	2	58	2	42	102	17	119	150	102	48	....	....	....	....
do	"	3	68	2	42	112	20	135	150	113	34	....	3	....	....
do	"	4	61	.....	34	95	20	115	150	95	55	....	....	....	....
do	"	5	57	1	31	89	39	128	150	89	61	....	....	....	....
Puslinch Tp.	No.	1	48	2	33	83	22	106	125	83	41	1	....	....	....
do	"	2	91	.....	44	125	44	170	200	125	74	1	....	....	....
do	"	3	93	1	46	140	59	200	225	140	84	1	....	....	....
do	"	4	43	1	11	55	36	92	125	55	69	....	1	....	....
do	"	5	25	.....	37	62	19	91	125	62	63	....	....	....	....
do	"	6	53	.....	21	74	16	92	125	74	49	1	1	....	....
Pilkington Tp.	No.	1	62	.....	13	75	27	102	125	75	50	....	....	....	....
do	"	2	64	.....	19	83	28	112	125	83	41	1	....	....	....
do	"	3	45	2	70	17	33	150	175	117	58	....	....	....	....
Totals			2,733	203	2,629	5,565	1,664	7,229	8,175	5,612	2,563	33	10	4	....
Majority for Carter			104												

			Chambers.	McEwing.										
Wellington, West.	Village of Clifford		63	52	115	37	152	175	115	60	....	....	....	....
	Town of Harriston	No. 1	49	22	71	22	93	125	71	54	....	....	....	....
	do do	" 2	35	18	53	18	71	100	53	47	....	....	....	....
	do do	" 3	34	17	51	28	79	100	51	49	....	....	....	....
	do do	" 4	47	21	68	30	98	100	68	32	....	....	....	....
	do do	" 5	52	20	73	30	103	125	73	52	1	....	....	....
	Town of Palmerston—													
	North Ward	No. 1	70	43	115	67	182	225	115	110	2	....	....	....
	West Ward	" 2	117	22	141	78	219	275	142	133	2	1	....	....
	East Ward	" 3	132	28	162	73	235	300	165	135	2	3	....	....
	Village of Drayton		85	78	164	32	196	225	165	60	1	....	1	....
	Village of Arthur	No. 1	69	49	118	23	141	175	119	56	....	1	....	....
	do do	" 2	67	47	115	25	140	175	116	59	1	1	....	....
	Township of Maryborough	No. 1	53	48	101	29	130	175	102	73	....	1	....	....
	do do	" 2	54	67	122	29	151	175	122	53	1	....	....	....
	do do	" 3	74	122	197	118	315	250	197	53	1	....	....	....
	do do	" 4	27	36	64	23	87	125	64	61	1	....	....	....
	do do	" 5	74	40	115	19	134	150	115	35	1	....	....	....
	do do	" 6	55	27	82	11	93	125	82	43	....	....	....	....
	Township of Peel	No. 1	57	84	146	37	183	200	154	46	5	8	....	....
	do do	" 2	14	42	56	42	98	100	56	44	....	....	....	....
	do do	" 3	46	42	89	12	101	125	89	36	1	....	....	....
	do do	" 4	50	94	144	32	176	200	144	56	....	....	....	....
	do do	" 5	45	69	116	20	136	200	116	84	2	....	....	....
	do do	" 6	35	64	99	38	137	175	99	76	....	....	....	....
	do do	" 7	53	44	97	21	118	150	97	53	....	....	....	....

HUGH HYNDMAN,
Returning Officer.

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Chambers.	McEwing.									
Wellington, W.—Continued.....	Township of Minto.....No. 1	45	76	121	23	144	175	122	53	....	1	....
	do do ..... " 2	52	70	123	17	140	250	123	127	1	....	....
	do do ..... " 3	39	83	122	18	140	175	122	53	....	....	....
	do do ..... " 4	46	45	91	11	102	125	91	34	....	....	....
	do do ..... " 5	48	56	104	19	123	150	104	46	....	....	....
	do do ..... " 6	33	49	82	20	102	150	82	68	....	....	....
	Totals	1,720	1,575	3,295	1,002	4,319	5,275	3,334	1,941	22	16	1 ....
	Majority for Chambers.....	145										
		McQueen.	Rykert.									
Wentworth, North	Dundas Town—											
	Mountain Ward ..A to K No. 1	37	72	110	44	154	200	110	90	1	....	....
	do do ..L to Z " 1	52	76	128	45	173	200	128	72	....	....	....
	Canal Ward ..... " 2	42	117	159	77	236	275	159	115	....	1	....
	Foundry Ward ..... " 3	61	153	217	80	297	325	217	108	3	....	....
	Valley Ward .....A to K No. 1	74	116	190	59	249	275	190	84	....	1	....
	do .....L to Z " 1	66	113	180	65	245	275	180	94	1	1	....
	West Flamboro Tp.....No. 1	38	41	79	11	90	125	79	46	....	....	....
	do do ..... " 2	57	72	129	9	138	175	129	46	....	....	....
	do do ..... " 3	59	26	85	25	110	150	85	65	....	....	....
	do do ..... " 4	30	31	61	10	71	100	61	39	....	....	....
	do do ..... " 5	54	39	93	8	101	125	93	32	....	....	....
	do do ..... " 6	41	16	57	14	71	100	57	43	....	....	....
	do do ..... " 7	52	38	90	12	102	125	90	35	....	....	....
	do do ..... " 8	23	41	65	8	73	100	65	31	1	....	....

JAMES C. McDONALD, Returning Officer.

East Flamboro Tp.	No. 1	87	81	168	62	230	275	168	106	....	....	....	....
do do	" 2	66	86	153	46	199	225	153	72	1	....	....	....
do do	" 3	66	95	164	25	189	225	164	61	3	....	....	....
do do	" 4	56.	24	80	20	100	125	80	45	....	....	....	....
Waterdown Village	No. 1	31	40	75	18	93	125	75	50	4	....	....	....
do do	" 2	27	45	72	23	95	125	72	53	....	....	....	....
Beverly Township	No. 1	122	44	166	37	203	250	166	84	....	....	....	....
do do	" 2	64	40	104	18	122	150	104	46	....	....	....	....
do do	" 3	87	49	138	39	177	225	138	87	2	....	....	....
do do	" 4	54	25	79	28	107	150	79	71	....	....	....	....
do do	" 5	59	28	87	28	115	150	87	63	....	....	....	....
do do	" 6	34	10	44	15	59	75	44	31	....	....	....	....
do do	" 7	40	29	69	14	83	100	69	30	....	....	1	....
do do	" 8	46	25	71	23	94	125	71	54	....	....	....	....
do do	" 9	40	14	56	28	84	125	56	69	2	....	....	....
Totals		1,565	1,586	3,151	891	4,060	5,000	3,151	1,826	18	3	1	....
Majority for Rykert		.....	21										

FREDERICK B. HENRY, Returning Officer.

		Regan.	Thompson.										
Wentworth, South	Ancaster	No. 1	17	51	68	14	82	100	69	31	....	1	....	....
	do	" 2	40	56	96	14	110	125	96	29	....	....	....	....
	do	" 3	125	54	179	110	289	325	180	145	1	....	....	....
	do	" 4	124	67	191	46	237	275	196	79	2	3	....	....
	do	" 5	18	100	118	41	159	175	119	56	1	....	....	....
	do	" 6	31	68	99	47	146	162	100	62	1	....	....	....
	do	" 7	23	69	92	21	113	125	93	32	1	....	....	....
	do	" 8	19	37	56	20	76	88	56	32	....	....	....	....
	Barton	No. 1	23	.....	23	37	60	100	26	74	3	....	....	....
	do	" 2	84	38	122	87	200	225	123	102	1	....	....	....
	do	" 3	60	3	63	54	117	125	64	61	....	....	1	....
	do	" 4	64	19	83	69	153	175	84	91	....	1	....	....
	do	" 5	139	33	172	131	303	350	176	174	2	1	1	....
	do	" 6	21	20	41	12	53	75	43	32	1	....	1	....
	do	" 7	121	41	162	89	251	275	164	111	2	....	....	....
	Binbrook	No. 1	52	47	99	33	133	150	102	48	1	1	1	....
	do	" 2	49	69	118	22	140	150	118	32	....	....	....	....
	do	" 3	40	44	84	16	100	150	84	66	....	....	....	....
	Glanford	No. 1	47	60	107	18	125	140	107	33	....	....	....	....
	do	" 2	64	58	122	19	141	175	125	50	3	....	....	....
	do	" 3	59	77	136	29	165	175	136	39	....	....	....	....
	Saltfleet A to M	No. 1	70	70	140	42	182	200	143	57	3	....	....	....
	do N to Z	" 1	54	38	92	33	115	150	94	56	....	....	2	....

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Regan. / Thompson.										
Wentworth, S.—Continued.....	Saltfleet—Con. .....A to M No. 2	111 / 60	171	62	233	250	173	77	....	2	....	....
	do .....N to Z " 2	42 / 54	96	23	119	125	97	28	1	....	....	....
	do ..... " 3	55 / 46	101	44	145	150	101	49	....	....	....	....
	do ..... " 4	37 / 36	73	34	107	150	74	76	1	....	....	....
	do ..... " 5	115 / 39	154	39	193	225	156	69	2	....	....	....
	Totals	1,704 / 1,354	3,058	1,196	4,254	4,890	3,099	1,791	26	9	6	....
	Majority for Regan.....	350										
		Reaume. / Fleming. / Tolmie.										
Windsor	Windsor—Ward 1 .....No. 1	45 / 63 / 92	200	107	307	300	201	99	1	....	....	....
	do do ..... " 2	46 / 73 / 80	199	125	324	350	201	149	2	....	....	....
	do do ..... " 3	35 / 59 / 67	161	74	235	275	161	114	....	....	....	....
	do do ..... " 4	45 / 61 / 85	191	131	322	375	193	182	2	....	....	....
	do do ..... " 5	55 / 28 / 58	141	69	210	250	141	109	....	....	....	....
	do do ..... " 6	22 / 32 / 72	126	80	206	250	127	123	1	....	....	....
	do Ward 2 .....No. 1	58 / 48 / 94	200	112	312	350	201	149	1	....	....	....
	do do ..... " 2	52 / 36 / 74	162	79	241	275	166	109	4	....	....	....
	do do ..... " 3	48 / 38 / 59	145	117	262	325	148	177	2	1	....	....
	do do ..... " 4	35 / 21 / 49	105	43	148	175	107	68	2	....	....	....
	do do ..... " 5	35 / 24 / 37	96	59	155	175	97	78	....	....	1	....
	do do ..... " 6 A	40 / 23 / 61	124	61	185	200	126	74	....	....	2	....
	do do ..... " 6 M	23 / 16 / 52	91	49	140	175	91	84	....	....	....	....
	do do ..... " 7	27 / 28 / 74	129	71	200	225	130	95	....	1	....	....
	do do ..... " 8	20 / 31 / 70	121	63	184	225	121	104	....	....	....	....

JOHN SALE, Returning Officer.

do	Ward 3	No.	1	39	28	58	125	124	249	275	127	148	2	....	....	....
do	do	"	2	69	49	71	189	135	324	350	193	157	2	2	....	....
do	do	"	3	83	54	38	175	122	297	350	182	168	7	....	....	....
do	do	"	4	59	26	28	113	98	211	225	114	111	1	....	....	....
do	do	"	5	38	28	40	106	91	197	225	109	116	3	....	....	....
do	Ward 4	No.	1	35	47	59	141	98	239	275	144	131	3	....	....	....
do	do	"	2	48	42	62	152	70	222	250	154	95	1	2	....	....
do	do	"	3	59	32	78	169	74	243	275	172	103	3	....	....	....
do	do	"	4	50	22	85	157	97	254	275	160	115	3	....	....	....
do	do	"	5	31	22	54	107	70	177	200	107	93	....	....	....	....
do	do	"	6 A	71	15	84	170	144	314	350	171	179	....	1	....	....
do	do	"	6M	45	13	61	119	103	222	250	120	130	1	....	....	....
do	do	"	7	68	12	73	153	101	254	275	153	122	....	....	....	....
do	do	"	8	70	47	57	174	123	297	325	174	151	....	....	....	....
Walkerville		No.	1	74	46	108	228	258	486	525	232	293	3	....	1	....
do		"	2	77	17	72	166	179	345	375	166	209	....	....	....	....
do		"	3	64	11	15	90	72	162	200	90	110	....	....	....	....
do		"	4 A	71	26	48	145	160	305	350	145	205	....	....	....	....
do		"	4M	72	20	42	134	90	236	250	134	116	....	....	....	....
Sandwich		No.	1	78	21	49	148	83	231	275	150	125	1	1	....	....
do		"	2	81	27	58	166	76	242	275	167	108	1	....	....	....
do		"	3	43	15	45	103	88	191	225	104	121	....	....	1	....
Totals				1,911	1,201	2,309	5,421	3,708	9,129	10,300	5,480	4,820	46	8	5	....
Majority for Tolmie				....	....	398										

				Bruce.	Henry.										
York, East	Toronto—Ward 1	No.	13	9	38	47	56	103	125	47	78	....	....	....	....
do	do	"	14	10	36	46	77	123	125	46	79	....	....	....	....
do	do	"	15	19	35	54	72	126	150	54	96	....	....	....	....
do	do	"	16	24	43	67	41	108	125	67	58	....	....	....	....
do	do	"	17	33	38	71	40	111	125	71	54	....	....	....	....
do	do	"	18	24	38	62	57	119	125	62	63	....	....	....	....
do	do	"	19	24	23	47	29	76	100	47	53	....	....	....	....
do	do	"	92	15	46	61	77	138	150	61	88	....	1	....	....
do	do	"	93	6	40	46	32	78	100	46	52	....	2	....	....
do	do	"	94	34	39	73	45	118	125	73	52	....	1	....	....
do	do	"	95	29	33	62	53	115	125	62	71	2	....	....	....
do	do	"	96	31	46	77	50	127	150	77	72	1	....	....	....
do	do	"	97	18	30	48	56	104	125	48	75	2	....	....	....
do	do	"	98	13	43	56	57	113	125	56	68	1	....	....	....
do	do	"	99	11	31	42	30	72	75	42	33	....	....	....	....
do	do	"	101	5	18	23	12	35	50	23	27	....	....	....	....

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.					
				Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
		Bruce.	Henry.										
York, E.—Con....	Toronto—Ward 1.....No. 102	24	50	74	61	135	150	74	69	4	3	....	....
	do do ..... " 103	18	49	67	78	145	150	67	83	....	....	....	....
	do do ..... " 104	27	24	51	55	106	125	51	74	....	....	....	....
	do do ..... " 105	29	32	61	56	117	125	61	63	....	1	....	....
	do do ..... " 106	26	38	64	46	110	125	64	61	....	....	....	....
	do do ..... " 107	31	48	79	68	147	150	79	70	....	1	....	....
	do do ..... " 108	35	61	96	84	180	200	96	103	1	....	....	....
	do do ..... " 109	29	54	83	45	128	150	83	67	....	....	....	....
	do do ..... " 110	23	31	64	36	100	100	64	35	1	....	....	....
	do do ..... " 111	22	38	60	63	123	125	60	65	....	....	....	....
	do do ..... " 112	32	25	57	55	112	126	57	69	....	....	....	....
	do do ..... " 113	14	22	36	24	60	75	36	39	....	....	....	....
	do do ..... " 114	12	10	22	22	44	50	22	28	....	....	....	....
	do do ..... " 121	14	34	48	35	83	100	48	52	....	....	....	....
	do do ..... " 122	14	43	57	39	96	100	57	42	....	1	....	....
	do do ..... " 133	17	45	62	58	120	150	62	87	1	....	....	....
	Toronto—Ward 2 .....No. 82	29	45	74	36	110	125	74	51	....	....	....	....
	do do ..... " 83	12	28	40	41	81	100	40	59	1	....	....	....
	do do ..... " 84	30	53	83	44	127	150	83	67	....	....	....	....
	do do ..... " 85	15	35	50	43	93	100	50	49	1	....	....	....
	do do ..... " 86	7	31	38	31	69	75	38	37	....	....	....	....
	do do ..... " 87	7	24	31	33	64	75	31	44	....	....	....	....
	do do ..... " 88	17	13	30	38	68	75	30	44	1	....	....	....
	do do ..... " 89	31	31	62	29	91	100	62	36	1	1	....	....
	do do ..... " 90	29	39	68	49	117	125	68	57	....	....	....	....
	do do ..... " 91	28	33	61	33	94	100	61	38	....	....	1	....

J. E. FRANCIS, Returning Officer.

| | | |

RETURN from the Records of the GENERAL ELECTION to the Legislative Assembly, 1914.—*Continued.*

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.		Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
				Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
			Bruce.	Henry.									
York, E.—Con...	York Tp.—Con. ...A to L No. 20		8	26	34	199	233	251	34	212	....	5	....	....
	do .....M to Z " 20		6	54	60	71	131	150	60	89	1	....	....	....
	Markham Village.....No. 1		44	75	119	34	153	175	119	55	1	....	....	....
	do ..... " 2		22	49	71	40	111	125	71	53	1	....	....	....
	Stouffville .....No. 1		95	26	121	17	138	150	121	28	1	....	....	....
	do ..... " 2		112	34	146	30	176	202	146	54	2	....	....	....
	Richmond Hill		76	81	157	63	220	225	157	68	....	....	....	....
	Totals		2,825	3,562	6,387	4,509	10,896	12,055	6,387	5,609	44	22	4	....
	Majority for Henry		.....	737										
			Lennox.	Walton.										
York, North	King .....No. 1		71	64	135	33	168	175	135	40	....	....	....	....
	do ..... " 2		57	54	111	8	119	150	111	39	....	....	....	....
	do ..... " 3		126	86	212	42	254	275	212	62	....	....	1	....
	do ..... " 4		72	100	172	24	196	225	172	51	1	1	....	....
	do ..... " 5		59	38	97	28	125	150	97	53	....	....	....	....
	do ..... " 6		99	79	178	29	207	225	178	47	....	....	....	....
	do ..... " 7		76	51	127	44	171	200	127	71	....	....	2	....
	do ..... " 8		51	37	88	19	107	125	88	35	....	1	1	....
	do ..... " 9		32	29	61	16	77	100	61	39	....	....	....	....
	do ..... " 10		22	35	57	16	73	100	57	42	....	1	....	....
	East Gwillimbury .....No. 1		74	80	154	28	182	200	154	45	....	....	1	....
	do ..... " 2		48	67	115	11	126	150	115	35	....	....	....	....

	do ..... " 3	61	97	158	23	181	200	158	41	....	1	....	....	
	do ..... " 4	62	53	115	25	140	175	115	59	1	....	....	....	
	do ..... " 5	66	95	161	31	192	225	161	62	....	2	....	....	
	do ..... " 6	47	57	104	21	125	150	104	44	2	....	....	....	
	Whitchurch .....No. 1	108	73	181	57	238	250	181	69	....	....	....	....	
	do ..... " 2	50	97	147	43	190	200	147	50	1	....	2	....	
	do ..... " 3	38	82	120	21	141	150	120	26	4	....	....	....	
	do ..... " 4	88	82	170	39	209	225	170	55	....	....	....	....	
	do ..... " 5	40	74	114	28	142	150	114	31	2	3	....	....	
	do ..... " 6	50	35	85	26	111	125	85	40	....	....	....	....	
	Georgina .....No. 1	48	30	78	13	91	125	78	47	....	....	....	....	
	do ..... " 2	69	54	123	24	147	175	123	49	3	....	....	....	
	do ..... " 3	58	11	69	18	87	100	69	30	1	....	....	....	
	do ..... " 4	34	74	108	16	124	150	108	42	....	....	....	....	
	Aurora—North Ward	134	73	207	47	254	275	207	66	....	2	....	....	
	do Centre Ward	102	66	168	45	213	225	168	56	....	1	....	....	
	do South Ward .....A—M	113	48	161	53	214	250	161	88	1	....	....	....	
	do South Ward .....N—Z	66	31	97	22	119	151	97	52	....	....	2	....	
	North Gwillimbury .....No. 1	78	63	141	26	167	199	141	53	5	....	....	....	
	do ..... " 2	74	63	137	13	150	176	137	36	3	....	....	....	
	do ..... " 3	54	65	119	29	148	175	119	56	....	....	....	....	
	Newmarket—													
	St. George's Ward.....A—M	78	108	186	71	257	275	186	87	2	....	....	....	
	do do .....N—Z	48	31	79	23	102	125	79	46	....	....	....	....	
	St. Andrew's Ward.....A—M	101	85	186	69	255	275	186	89	....	....	....	....	
	do do .....N—Z	54	64	118	24	142	175	118	57	....	....	....	....	
	St. Patrick's Ward.....A—M	75	115	190	59	249	275	190	83	2	....	....	....	
	do do .....N—Z	53	48	101	34	135	150	101	48	1	....	....	....	
	Holland Landing	68	31	99	16	115	125	99	24	2	....	....	....	
	Sutton	122	40	62	43	205	225	162	62	1	....	....	....	
	Totals	2,826	2,565	5,391	1,257	6,648	7,551	5,391	2,107	32	12	9	....	
	Majority for Lennox	261												

JOHN MOORE, Returning Officer.

York, West: Forbes Godfrey—Acclamation—ENOCH WARD, Returning Officer.

STATEMENT of Votes Polled; Number of Booths; and Number of Voters' Names on the Lists at the General Elections of 1902, 1905, 1908 and 1911.

1902

Constituency.	No. of Booths	No. of Votes Polled.	No. of Voters on Polling Lists
1. Addington	37	2,879	4,846
2. Algoma	48	3,279	6,202
3. Brant, North	22	2,285	2,903
4. Brant, South	39	5,114	6,797
5. Brockville	35	4,046	5,327
6. Bruce, Centre	30	3,805	4,941
7. Bruce, North	46	4,728	6,150
8. Bruce, South	37	3,813	5,113
9. Cardwell	37	3,198	5,699
10. Carleton	37	2,722	5,000
11. Dufferin	36	3'140	6,215
12 Dundas	33	4,436	5,545
13. Durham, East	26	2,982	4,360
14. Durham, West	28	3,347	3,908
15. Elgin, East	29	4,258	5,415
16. Elgin, West	39	6,000	7,790
17. Essex, North	52	5,552	8,425
18. Essex, South	48	5,208	6,514
19. Fort William and Lake of the Woods	51	2,645	5,011
20. Frontenac	35	3'540	4,810
21. Glengarry	32	3,802	5,516
22. Grenville	40	3.693	6,038
23. Grey, Centre	Acclamation		
24. Grey, North	54	5,895	7,551
25. Grey, South	38	4,568	6,272
26. Haldimand	32	3,273	4,579
27. Halton	33	4,769	5,684
28. Hamilton, East	33	5,384	7,011
29. Hamilton, West	32	5,042	6,512
30. Hastings, East	33	3,888	4,761
31. Hastings, North	46	4,970	7,266
32. Hastings, West	25	3,463	5,415
33. Huron, East	35	4,133	5,320
34. Huron, South	45	5,001	6,003
35. Huron, West	43	4,909	6,086
36. Kent, East	47	4,892	7,354
37. Kent, West	61	7,230	9,471
38. Kingston	24	3,997	4,649
39. Lambton, East	45	4,971	6,129
40. Lambton, West	71	7,542	9,849
41. Lanark, North	32	3,542	4,365
42. Lanark, South	34	3,330	3,965
43. Leeds	37	3,636	5,602
44. Lennox	25	3,129	4,048
45. Lincoln	42	5,881	7,374
46 London	38	7,711	9,416
47. Manitoulin	36	2,357	5,349
48. Middlesex, East	42	4,952	6,123
49. Middlesex, North	33	4,175	5,280
50. Middlesex, West	38	3,740	5,049
51. Monck	33	3,412	4,367
52. Muskoka	52	4,129	5,719
53. Nipissing, East	30	2,232	4,491
54. Nipissing, West	28	2,172	4,196
55. Norfolk, North	29	3,422	4,272
56. Norfolk, South	27	3,371	4,113
57. Northumberland, East	38	4,853	6,220
58. Northumberland, West	27	3,019	3,652
59. Ontario, North	41	4,253	5,179
60. Ontario, South	46	5,178	6,189

STATEMENT of Votes Polled; Number of Booths; and Number of Voters Names on the Lists at the General Elections of 1902, 1905, 1908, and 1911.—*Continued.*

1902

Constituency.	No. of Booths	No. of Votes Polled.	No. of Voters on Polling Lists
61. Ottawa (2 members)	73	11,403	15,653
62. Oxford, North	47	4,438	6,821
63. Oxford, South	38	3,913	6,666
64. Parry Sound	67	4,663	11,263
65. Peel	32	4,513	5,480
66. Perth, North	52	6,582	7,851
67. Perth, South	38	4,933	6,031
68. Peterborough, East	33	3,691	4,855
69. Peterborough, West	37	4,501	5,674
70. Prescott	38	3,952	6,338
71. Prince Edward	36	4,430	5,404
72. Port Arthur and Rainy River	46	1,689	3,667
73. Renfrew, North	31	4,671	5,668
74 Renfrew, South	41	4,478	6,478
75. Russell	55	4,265	7,991
76. Sault Ste. Marie	24	2,565	4,883
77. Simcoe, Centre	28	3,685	4,863
78. Simcoe, East	45	6,326	8,018
79. Simcoe, West	32	2,471	5,382
80. Stormont	41	5,248	6,980
81. Toronto, East	54	5,800	9,434
82. Toronto, North	61	7,498	11,258
83. Toronto, South	94	9,835	14,466
84. Toronto, West	79	6,857	12,318
85. Victoria, East	48	4,207	5,469
86. Victoria, West	31	4,414	5,590
87. Waterloo, North	39	5,456	7,308
88 Waterloo, South	37	5,494	7,544
89. Welland	47	5,590	7,256
90. Wellington, East	36	3,688	5,223
91. Wellington, South	37	4,882	6,420
92. Wellington, West	30	3,469	4,673
93. Wentworth, North	24	3,051	3,891
94. Wentworth, South	25	2,858	3,609
95. York, East	31	3,488	5,187
96. York, North	38	5,472	6,420
97. York, West	41	5,185	6,777

Ottawa returning two Members—Messrs. Murphy and Powell.

Names of polling booths, etc., 1905.

Constituency.	No. of Booths	No. of Votes Polled.	No. of Voters on Polling Lists
1. Addington	36	2,154	4,459
2. Algoma	59	3,738	6,700
3. Brant, North	22	2,419	3,032
4. Brant, South	40	6,060	7,147
5. Brockville	35	4,251	5,377
6. Bruce, Centre	30	3,724	4,744
7. Bruce, North	49	4,278	6,076
8. Bruce, South	36	3,726	4,854
9 Carleton	38	2,055	4,935
10. Cardwell	37	2,915	5,502
11. Dufferin	36	3,762	5,882
12. Dundas	33	4,002	5,412
13. Durham, East	26	2,538	4,328
14. Durham, West	28	3,249	3,803
15. Elgin, East	29	4,396	5,257
16. Elgin, West	40	5,937	7,633
17. Essex, North	52	5,971	8,823
18. Essex, South	49	5,517	7,395
19. Fort William and Lake of the Woods	51	2,812	6,343
20. Frontenac	35	2,914	4,831
21. Glengarry	33	4,190	5,761
22. Grenville	40	3,528	5,720
23. Grey, Centre	50	3,081	6,221
24. Grey, North	57	6,265	8,230
25. Grey, South	38	4,334	6,205
26. Haldimand	32	3,529	4,232
27. Halton	33	4,534	5,630
28. Hamilton, East	35	6,008	7,336
29. Hamilton, West	32	5,802	7,311
30. Hastings, East	33	4,008	4,754
31. Hastings, North	50	3,168	7,235
32. Hastings, West	27	3,532	5,270
33. Huron, East	35	4,282	5,097
34. Huron, South	46	4,984	5,749
35. Huron, West	28	4,868	5,961
36. Kent, East	46	5,390	7,201
37. Kent, West	64	8,027	9,736
38. Kingston	26	4,483	5,056
39. Lambton, East	46	4,992	5,975
40. Lambton, West	73	7,778	9,804
41. Lanark, North	32	3,261	4,293
42. Lanark, South	35	2,239	5,780
43. Leeds	37	3,068	5,632
44. Lennox	25	3,126	3,956
45. Lincoln	46	5,809	7,525
46. London	44	9,198	10,799
47. Manitoulin	40	2,263	5,453
48. Middlesex, East	40	4,815	5,769
49. Middlesex, North	33	4,097	4,963
50. Middlesex, West	38	3,981	4,859
51. Monck	33	3,480	4,393
52. Muskoka	54	3,354	5,788
53. Nipissing, East	40	2,980	5,416
54. Nipissing, West	42	2,644	6,073
55. Norfolk, North	29	3,571	4,166
56. Norfolk, South	27	3,409	3,908
57. Northumberland, East	38	4,476	6,052
58. Northumberland, West	27	2,750	3,514
59. Ontario, North	43	4,334	5,223
60. Ontario, South	46	5,328	6,245
61. Ottawa (2 members)	80	11,726	15,844

Names of Polling Booths, etc., 1905—*Continued.*

Constituency.	No. of Booths	No. of Votes Polled.	No. of Voters on Polling Lists
62. Oxford, North	47	5,292	7,100
63. Oxford, South	38	5,213	6,460
64. Parry Sound	71	4,283	9,952
65. Peel	32	4,539	5,356
66. Perth, North	53	7,110	8,217
67. Perth, South	38	5,073	5,939
68. Peterborough, East	33	2,624	4,176
69. Peterborough, West	38	4,760	6,627
70. Port Arthur and Rainy River	61	2,585	4,940
71. Prescott	40	4,184	6,333
72. Prince Edward	36	4,535	5,431
73. Renfrew, North	32	4,137	5,799
74. Renfrew, South	43	4,504	6,545
75. Russell	56	4,294	7,953
76. Sault Ste. Marie	38	2,713	5,011
77. Simcoe, Centre	29	3,866	4,998
78. Simcoe, East	48	6,325	8,322
79. Simcoe, West	34	3,594	5,628
80. Stormont	42	5,412	6,903
81. Toronto, East	64	4,957	9,125
82. Toronto, North	82	9,104	13,057
83. Toronto, South	107	7,856	13,749
84. Toronto, West	103	7,158	13,410
85. Victoria, East	48	3,175	5,526
86. Victoria, West	31	4,284	5,627
87. Waterloo, North	41	5,806	7,852
88. Waterloo, South	37	5,315	7,304
89. Welland	52	6,365	8,238
90. Wellington, East	36	3,648	5,055
91. Wellington, South	37	5,187	6,572
92. Wellington, West	31	3,502	4,522
93. Wentworth, North	25	3,198	4,103
94. Wentworth, South	25	2,766	3,648
95. York, East	36	4,047	5,622
96. York, North	38	5,407	6,306
97. York, West	47	5,122	8,522

Ottawa returning two Members, Messrs. McDougall and May.

STATEMENT of Votes Polled, etc., 1908.

Constituency.	No. of Polling Booths.	No. of Votes Polled.	No. of Voters on Polling Lists
1. Addington	Acclamation.		
2. Algoma	51	3,501	5,207
3. Brant, North	31	3,383	4,369
4. Brant, South	31	5,431	6,843
5. Brockville	35	3,879	5,412
6. Bruce, Centre	30	3,524	4,566
7. Bruce, North	51	4,227	5,809
8. Bruce, South	36	3,452	4,576
9. Carleton	40	2,173	4,766
10. Dufferin	39	4,416	5,813
11. Dundas	35	3,606	5,353
12. Durham, East	Acclamation.		
13. Durham, West	28	3,086	3,618
14. Elgin, East	29	4,113	5,291
15. Elgin, West	41	6,085	8,509
16. Essex, North	58	4,696	9,678
17. Essex, South	47	5,158	6,751
18. Fort William	34	2,155	3,835
19. Frontenac	37	2,971	4,987
20. Glengarry	33	4,089	5,877
21. Grenville	40	3,823	5,633
22. Grey, Centre	51	3,491	6,159
23. Grey, North	64	5,981	9,045
24. Grey, South	41	4,123	6,214
25. Haldimand	33	3,607	4,337
26. Halton	34	4,547	5,823
27. Hamilton, East	45	6,641	9,883
28. Hamilton, West	36	4,937	7,813
29. Hastings, East	38	3,564	5,269
30. Hastings, North	42	3,401	5,878
31. Hastings, West	26	3,591	5,060
32. Huron, Centre	41	3,936	5,582
33. Huron, North	39	4,413	5,317
34. Huron, South	44	4,347	5,400
35. Kenora	54	1,925	5,289
36. Kent, East	49	4,966	6,907
37. Kent, West	66	7,411	9,500
38. Kingston	26	4,066	4,819
39. Lambton, East	46	4,513	4,829
40. Lambton, West	78	7,054	9,442
41. Lanark, North	33	3,563	4,530
42. Lanark, South	Acclamation.		
43. Leeds	37	4,015	5,612
44. Lennox	25	2,937	3,856
45. Lincoln	48	5,814	8,028
46. London	51	8,765	11,806
47. Manitoulin	31	2,119	4,216
48. Middlesex, East	42	4,187	5,864
49. Middlesex, North	39	4,235	5,236
50. Middlesex, West	32	2,944	4,124
51. Monck	36	3,597	4,566
52. Muskoka	Acclamation.		
53. Nipissing	41	2,799	5,280
54. Norfolk, North	29	3,367	4,164
55. Norfolk, South	27	2,863	3,694
56. Northumberland, East	38	4,586	6,170
57. Northumberland, West	30	2,977	3,785
58. Ontario, North	43	4,009	5,264
59. Ontario, South	45	5,242	6,730
60. Ottawa, East	32	5,150	7,165

STATEMENT of Votes Polled, etc., 1908—*Continued.*

Constituency.	No. of Polling Booths.	No. of Votes Polled.	No. of Voters on Polling Lists.
61. Ottawa, West	52	8,732	12,833
62. Oxford, North	48	5,354	7,170
63. Oxford, South	40	5,298	6,591
64. Parry Sound	72	4,640	9,241
65. Peel	40	5,204	6,532
66. Perth, North	57	7,110	8,617
67. Perth, South	39	4,850	5,790
68. Peterborough, East	35	3,235	4,673
69. Peterborough, West	41	4,694	6,761
70. Port Arthur	20	2,250	3,753
71. Prescott	40	3,881	6,468
72. Prince Edward	37	4,310	5,548
73. Rainy River	40	1,718	2,766
74. Renfrew, North	33	4,350	5,616
75. Renfrew, South	48	5,007	7,047
76. Russell	56	4,499	8,178
77. Sault Ste. Marie	33	2,571	4,471
78. Simcoe, Centre	31	3,580	5,286
79. Simcoe, East	48	6,030	8,607
80. Simcoe, South	Acclamation.		
81. Simcoe, West	38	2,938	5,942
82. Stormont	43	4,646	7,133
83. Sturgeon Falls	24	1,812	2,762
84. Sudbury	43	2,380	4,296
85. Temiskaming	39	2,998	6,850
86. Toronto, East—Seat "A"	79	5,742	11,818
87. Toronto, East—Seat "B"	79	6,263	11,818
88. Toronto, North—Seat "A"	94	7,676	14,236
89. Toronto, North—Seat "B"	94	8,592	14,236
90. Toronto, South—Seat "A"	96	6,965	14,630
91. Toronto, South—Seat "B"	96	7,311	14,630
92. Toronto, West—Seat "A"	130	8,770	18,326
93. Toronto, West—Seat "B"	130	8,775	18,326
94. Victoria, East	Acclamation.		
95. Victoria, West	32	4,081	5,478
96. Waterloo, North	42	6,198	8,689
97. Waterloo, South	40	3,706	7,468
98. Welland	60	6,592	9,157
99. Wellington, East	36	3,577	4,937
100. Wellington, South	38	5,347	7,392
101. Wellington, West	31	3,295	4,541
102. Wentworth, North	25	3,162	4,048
103. Wentworth, South	27	2,945	4,040
104. York, East	51	5,274	8,649
105. York, North	38	5,404	6,396
106. York, West	57	5,244	10,156

STATEMENT of Votes Polled, etc., 1911.

Constituency.	No. of Polling Booths.	No. of Votes Polled.	No. of Voters on Polling Lists.
1. Addington	*By Acclamation.		
2. Algoma	54	2,785	5,638
3. Brant, North	31	3,268	4,765
4. Brant, South	35	6,018	7,899
5. Brockville	35	3,972	5,430
6. Bruce, Centre	30	3,350	4,255
7. Bruce, North	51	3,973	5,474
8. Bruce, South	37	3,483	4,578
9. Carleton	40	2,240	2,550
10. Dufferin	41	3,484	5,633
11. Dundas	35	3,564	5,215
12. Durham, East	*By Acclamation.		
13. Durham, West	28	2,880	3,518
14. Elgin, East	29	3,673	5,343
15. Elgin, West	44	5,108	8,585
16. Essex, North	64	6,091	11,268
17. Essex, South	48	5,200	6,965
18. Fort William	62	3,151	6,111
19. Frontenac	38	2,661	4,510
20. Glengarry	33	3,712	5,496
21. Grenville	†40	3,823	5,633
22. Grey, Centre	53	3,286	6,051
23. Grey, North	69	6,529	9,141
24. Grey, South	41	4,199	6,035
25. Haldimand	35	3,423	4,414
26. Halton	35	4,438	6,333
27. Hamilton, East	49	6,363	10,170
28. Hamilton, West	39	3,743	7,688
29. Hastings, East	†38	3,564	5,269
30. Hastings, North	†42	3,401	5,878
31. Hastings, West	†26	3,591	5,060
32. Huron, Centre	41	4,080	5,301
33. Huron, North	41	4,153	5,143
34. Huron South	44	4,243	5,140
35. Kenora	45	1,912	4,168
36. Kent, East	49	4,692	6,682
37. Kent, West	67	5,345	9,630
38. Kingston	†26	4,066	4,819
39. Lambton, East	50	4,276	5,461
40. Lambton, West	82	6,908	10,178
41. Lanark, North	†33	3,563	4,530
42. Lanark, South	*By Acclamation.		
43. Leeds	37	3,828	5,338
44. Lennox	25	2,821	3,710
45. Lincoln	†48	5,814	8,028
46. London	†51	8,765	11,806
47. Manitoulin	31	1,679	4,348
48. Middlesex, East	45	4,053	5,881
49. Middlesex, North	40	3,947	5,255
50. Middlesex, West	33	2,952	4,051
51. Monck	38	3,637	4,795
52. Muskoka	58	2,530	5,561
53. Nipissing	56	2, 92	5,623
54. Norfolk, North	29	3,185	4,272
55. Norfolk, South	27	2,497	3,753
56. Northumberland, East	39	3,622	5,861
57. Northumberland, West	30	2,997	3,778

* No figures available. Acclamation in 1908 as well.

† These figures are for 1908. By acclamation in 1911.

STATEMENT of Votes Polled, etc., 1911—*Continued.*

Constituency.	No. of Polling Booths.	No. of Votes Polled.	No. of Voters on Polling Lists.
58. Ontario, North	46	3,445	4,700
59. Ontario, South	49	4,930	6,705
60. Ottawa, East	36	4,409	7,357
61. Ottawa, West	76	6,694	13,915
62. Oxford, North	49	4,742	7,008
63. Oxford, South	41	4,742	6,468
64. Parry Sound	74	3,361	9,447
65. Peel	40	4,728	6,702
66. Perth, North	57	6,674	8,684
67. Perth, South	40	4,703	5,862
68. Peterborough, East	39	2,775	4,485
69. Peterborough, West	51	2,867	7,597
70. Port Arthur	59	2,088	4,968
71. Prescott	40	3,668	6,168
72. Prince Edward	38	3,985	5,278
73. Rainy River	47	1,974	3,685
74. Renfrew, North	†33	4,350	5,616
75. Renfrew, South	†48	5,007	7,047
76. Russell	60	4,740	8,690
77. Sault Ste. Marie	†33	2,571	4,771
78. Simcoe, Centre	36	3,487	5,289
79. Simcoe, East	55	5,877	9,062
80. Simcoe, South	*By Acclama tion.		
81. Simcoe, West	†38	2,938	5,942
82. Stormont	45	4,273	6,774
83. Sturgeon Falls	30	1,623	2,452
84. Sudbury	74	3,688	12,841
85. Temiskaming	87	4,542	11,307
86. Toronto, East—Seat "A"	89	4,236	13,208
87. Toronto, East—Seat "B"	89	4,338	13,208
88. Toronto, North—Seat "A"	103	6,478	14,421
89. Toronto, North—Seat "B"	103	7,118	14,421
90. Toronto, South—Seat "A"	97	3,364	11,465
91. Toronto, South—Seat "B"	97	3,356	11,465
92. Toronto, West—Seat "A"	165	7,203	23,572
93. Toronto, West—Seat "B"	165	6,974	23,572
94. Victoria, East	*By Acclama tion.		
95. Victoria, West	32	3,662	5,405
96. Waterloo, North	49	6,414	9,220
97. Waterloo, South	42	5,125	8,638
98. Welland	62	6,217	10,173
99. Wellington, East	37	3,527	4,888
100. Wellington, South	42	5,374	7,452
101. Wellington, West	31	3,431	4,460
102. Wentworth, North	28	3,441	4,210
103. Wentworth, South	32	3,134	4,978
104. York, East	64	3,892	9,396
105. York, North	40	5,553	6,226
106. York, West	72	4,369	11,106

* No figures available. Acclamation in 1908 as well.

† These figures are for 1908. Acclamation in 1911.

SUPPLEMENTARY RETURN

FROM THE RECORD OF THE

SEVERAL ELECTIONS

IN THE ELECTORAL DIVISIONS OF

WEST ELGIN, WEST HAMILTON, DUNDAS, SOUTH RENFREW AND GRENVILLE

Held on the Twenty-first day of October; the Eighteenth day of November, and the Sixteenth day of December, 1914, and on the Seventh day of January, 1915, subsequent to the General Elections of June 29th, 1914.

SHEWING:

(1) The number of Votes Polled for each Candidate in each Electoral District in which there was a contest;
(2) The majority whereby each successful Candidate was returned;
(3) The total number of Votes Polled;
(4) The number of Votes remaining Unpolled;
(5) The number of names on the Polling Lists;
(6) The number of Ballot Papers sent out to each Polling Place;
(7) The Used Ballot Papers;
(8) The Unused Ballot Papers;
(9) The Rejected Ballot Papers;
(10) The Cancelled Ballot Papers;
(11) The Declined Ballot Papers; and
(12) The Ballot Papers taken from Polling Places.

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TORONTO

LIST OF RETURNING OFFICERS AT BY-ELECTIONS IN 1914-15.

Constituency.	Returning Officer.	Post Office.
1. Dundas	Eli Merkley	Iroquois, R. M. D. No. 2.
2. Elgin, West	Dugald McColl	St. Thomas.
3. Grenville	James Bennett	Spencerville.
4. Hamilton, West	Ernest Francis Appelbe	Hamilton.
5. Renfrew, South	Allan Cameron Mackay	Renfrew.

STATEMENT of Votes Polled, Number of Polling Booths, and Number of Votes on Voters Lists at the By-elections held on the Twenty-first day of October, ; the Eighteenth day of November ; and the Seventh day of December, 1914, and the Seventh day of January, 1915.

Constituency.	No. of Polling Booths.	No. of Votes Polled.	No. of Voters on Polling Lists.
1. Dundas	38	4,106	5,092
2. Elgin, West	By Acclamation		
3. Grenville	By Acclamation		
4. Hamilton, West	47	4,512	8,749
5. Renfrew, South	By Acclamation		

SUMMARY of Votes cast at the By-election held on the Twenty-first day of October ; the Eighteenth day of November ; the Seventh day of December, 1914, and the Seventh day of January, 1915.

Constituency.	Candidates.	Votes counted.	Remarks.
1. Dundas	Irwin Foster Hilliard	2,084	
	John Alexander Campbell	2,022	
	Majority for Hilliard	62	
2. Elgin, West	Hon. Finlay George Macdiarmid	By Acclamation	
3. Grenville	Hon. George Howard Ferguson	By Acclamation	
4. Hamilton, West	John Allan	2,275	
	Walter Ritchie Rollo	2,239	
	Majority for Allan	36	On Recount
5. Renfrew, South	Hon. Thomas William McGarry	By Acclamation	

ARTHUR H. SYDERE,
Clerk of the Crown in Chancery.

Statement by Returning Officer respecting Votes Polled and Ballot Papers used at the Polling places of the Electoral District of Dundas at the Election held on the Seventh day of December, 1914.

ELI MERKLEY,
Returning Officer.

Electoral District.	Numbers of Polling Places.		Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place			Ballot Papers sent out and how disposed of in each Polling Place.					
			Campbell.	Hilliard.		Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
Dundas	Tp. Matilda	No. 1	75	64		139	54	193	200	139	60	....	....	....	1
	do	" 2	36	92		128	70	197	200	128	70	....	2	....	....
	do	" 3	68	65		133	48	82	200	133	67	....	....	....	....
	do	" 4	47	59		106	27	133	150	106	44	....	....	....	....
	do	" 5	47	83		130	42	172	175	130	45	....	....	....	....
	do	" 6	23	69		92	28	120	125	92	33	....	....	....	....
	do	" 7	14	31		45	36	81	100	45	55	....	....	....	....
	do	" 8	6	58		64	21	85	85	64	21	....	....	....	....
	do	"		34		34									
Tp. Williamsburg		No. 1	68	34		102	30	132	150	102	48	....	....	....	....
	do	" 2	70	26		96	17	113	125	96	29	....	....	....	....
	do	" 3	55	36		91	25	116	118	91	27	....	....	....	....
	do	" 4	106	56		162	19	181	200	162	36	2	....	....	....
	do	" 5	39	39		78	14	92	100	78	22	....	....	....	....
	do	" 6	71	41		112	22	134	150	112	38	....	....	....	....
	do	" 7	35	52		87	17	104	100	87	13	....	....	....	....
	do	" 8	11	23		34	6	40	50	34	16	....	....	....	....
	do	" 9	31	29		60	17	78	82	60	21	1	....	....	....
	do	"	50	36		86	17	104	110	86	23	1	....	....	....
Tp. Winchester		No. 1	21	85		136	19	155	175	136	39	....	3	....	....
	do	" 2	34	40		74	9	86	100	74	123	....	1	....	....
	do	" 3	39	49		88	18	107	116	88	27	....	....	....	....
	do	" 4	85	5		90	12	102	110	90	20	....	....	....	....
	do	" 5	78	119		197	31	231	250	197	50	2	....	....	....
	do	" 6	64	51		115	15	130	150	115	33	....	....	....	....
	do	" 7													

Tp. Mountain	No. 1	62	93	155	39	199	200	155	40	5			
do	" 2	50	82	132	36	168	175	132	43				
do	" 3	30	58	88	19	107	110	88	22				
do	" 4	37	91	128	34	163	175	128	46	1			
do	" 5	60	84	144	25	169	175	144	31				
do	" 6	21	14	35	10	45	50	35	15				
Village Morrisburg	No. 1	66	44	110	22	132	150	110	39	1			
do	" 2	65	50	115	27	142	150	115	35				
do	" 3	56	43	99	32	131	150	99	51				
Village Winchester	No. 1	62	47	109	14	125	125	109	14	2			
do	" 2	86	72	158	14	172	180	158	22				
Village, Iroquois	No. 1	66	37	103	26	130	150	103	46	1			
do	" 2	35	46	81	30	112	125	81	43	1			
Chesterville	No. 1	123	81	204	30	239	240	204	30	4			
Totals		2,022	2,084	4,106	972	5,092	5,476	4,106	1,337	27		1	
Majority for Hilliard			62										

Elgin, West, October 21, 1914 . . Hon. Finlay George Macdiarmid by Acclamation. DUGALD MCCOLL, Returning Officer.

Grenville, January 7, 1915 . . The Hon. George Howard Ferguson, by Acclamation. JAMES BENNETT, Returning Officer.

Statement by Returning Officer respecting Votes Polled and Ballot Papers used at the Polling places of the Electoral District of West Hamilton at the Election held on the Eighteenth day of November, 1914.

ERNEST FRANCIS APPELBE,
Returning Officer.

			Allan.	Rollo.									
Hamilton, West . . .	Division	No. 22	13	15	28	32	60	99	28	71			
do	" 23	70	35	105	133	238	250	105	145				
do	" 24	57	64	121	94	215	250	121	129				
do	" 25	78	17	95	79	174	200	97	103	1	1		
do	" 26	79	44	123	130	253	300	124	176	1			
do	" 27	60	27	87	101	188	200	87	113				
do	" 28	66	27	93	98	191	250	93	157				
do	" 29	61	32	93	78	171	200	93	107				
do	" 30	67	62	129	118	247	300	131	169	2			
do	" 31	52	90	142	136	278	300	142	158				
do	32 A to M	44	58	102	91	193	200	102	98				
do	32 N to Z	19	36	55	57	112	200	55	145				
do	" 33	58	28	86	95	181	200	87	113	1			
do	" 34	51	17	68	76	144	200	69	131	1			
do	" 35	57	26	83	67	150	200	83	117				
do	" 36	61	39	100	94	194	250	100	150				
do	" 37	25	54	79	49	128	150	79	71				

Statement by Returning Officer respecting Votes Polled and Ballot Papers used at the Polling Places at West Hamilton, on Nov. 18, 1914—Continued.

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.			Voters at each Polling Place.			Ballot Papers sent out and how disposed of in each Polling Place.						
					Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
Hamilton, West.—			Allan.	Rollo.										
Continued.....	Division..... No. 38		44	50	94	106	200	250	94	156	....	....	....	....
	do ..... " 39		33	94	127	132	259	300	128	172	1	....	....	....
	do .....40 A to M		44	71	115	96	211	200	115	85	....	....	....	....
	do .....40 N to Z		30	43	73	45	118	200	74	126	1	....	....	....
	do ..... " 41		39	62	101	134	235	250	101	149	....	....	....	....
	do ..... " 42		61	34	95	75	170	200	95	105	....	....	....	....
	do ..... " 43		37	54	91	86	177	200	91	109	....	....	....	....
	do ..... " 44		37	35	72	76	148	200	74	126	1	1	....	....
	do ..... " 45		26	31	57	49	106	150	59	91	....	....	....	....
	do ..... " 46		32	35	67	97	164	200	68	132	....	1	....	....
	do ..... " 47		82	63	145	98	243	300	145	155	....	....	....	....
	do ..... " 48		35	48	83	53	136	150	84	66	1	....	....	....
	do ..... " 49		88	77	165	88	253	300	165	135	....	....	....	....
	do ..... " 50		41	70	111	132	243	300	111	189	....	....	....	....
	do ..... " 51		54	63	107	79	186	200	109	91	1	....	1	....
	do ..... " 52		41	49	90	77	167	200	94	106	....	....	1	....
	do ..... " 53		46	61	107	70	177	200	108	92	....	1	....	....
	do ..... " 54		35	44	79	39	118	150	79	71	....	....	....	....
	do ..... " 55		60	65	125	121	246	250	125	125	....	....	....	....
	do ..... " 56		64	61	125	79	204	250	125	125	....	....	....	....
	do ..... " 57		46	23	69	59	128	150	68	81	....	....	....	....
	do ..... " 58		67	15	82	84	166	200	84	116	1	1	....	....
	do ..... " 59		28	22	50	74	124	150	50	100	....	....	....	....
	do ..... " 60		47	61	108	116	224	250	110	140	2	....	....	....
	do ..... " 61		43	54	97	114	211	250	97	153	....	....	....	....
	do ..... " 62		51	40	91	118	209	250	91	159	....	....	....	....

do ..... " 63	32	38	70	82	152	200	71	129	1	....	....	....
do ..... " 64	39	71	110	113	223	250	111	139	1	....	....	....
do ..... " 65	42	51	99	76	175	200	100	100	....	1	....	....
do ..... " 66	34	84	118	141	259	300	120	180	1	1	....	....
Totals.....	2,276	2,236	4,512	4,237	8,749	10,399	4,543	5,856	22	7	2	....
Majority for Allan	40*											

* Changed on Recount, Allan, 2,275
Rollo 2,239

Majority for Allan..... 36

Renfrew, South, Jan. 7, 1915. ..The Hon. Thomas William McGarry, by Acclamation. ALLAN CAMERON MACKAY, Returning Officer.

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